5322
884

Island No. 33, about 3 miles below 2d Bluffs. 3 190

Lies nearest the left shore, * In floods the left passage is good and about three miles and a half the nearest. In low water the right channel must be taken. This island is about six miles long.

Island No. 36, about 2 miles below 33, 8 198

Lies near the middle of the river, is about eight miles long, opposite it on the right bank, is what is called the *Devil's Race Ground*. The left side of No. 36 must be taken in low water, in floods the right may be gone but is rendered dangerous by sawyers and snags, it is 4 or 5 miles nearest; a few years ago the right channel was very narrow, it now is much wider than the left, and this is owing to the island's head projecting above the right point, dividing the channel and obliging that point to give way to the velocity of the current,—it is probable that in a few years the right will be the best and only channel. On the left side of this island is a sand-bar, keep pretty well to the left shore, and about two miles below the head of the island you come to the

Third Chickasaw Bluffs, left shore,

Which are not difficult to pass, and are about three quarters of a mile in length.

Island No. 37, 2 miles below 36, 10 208

Is a willow island, lies near the right shore, and is united to No. 36 by a bar; channel on the left shore, but not too close to it, for fear of being sucked into one of the three out-lets which run out from the left shore about a quarter of a mile below each other, and nearly opposite the lower point of No. 37. These three out-lets unite and return into the river about five miles below. No. 37 is about 2 miles long, and the out-lets one mile from the first to the third.

A Willow Beach and Sand-bar, 3 211

Just below the out-lets, and on the same side; here the river bends short to the left, and as the bank is low the navigator must bear well over towards the right shore, to avoid the possibility of his being carried into the woods by the overflowing of the river. About one mile below and on the right side may be found pretty good landing along a willow shore.

Island No. 38, 3 miles below last out-let, 3 214

Lies nearest the left shore. Here are three passages in consequence of another island, No. 39, lying to the right of No. 38, the middle channel is preferred in all stages of the water, and is about six miles round, the one to the right of No. 39 is seldom gone, it being about ten miles round, and the one to the left of No. 38 is only navigable in high water, when the current is remarkably rapid, channel narrow and dangerous, it is better than

POOR COPY

523
885

THE

NAVIGATOR:

CONTAINING DIRECTIONS FOR NAVIGATING

THE

MONONGAHELA, AND OHIO,
ALLEGHANY, AND MISSISSIPPI

RIVERS;

WITH AN AMPLE ACCOUNT

OF THESE MUCH ADMIRED WATERS,

FROM THE

HEAD OF THE FORMER TO THE MOUTH OF THE LATTER;

AND A CONCISE DESCRIPTION

OF THEIR

TOWNS, VILLAGES, HARBOURS, SETTLEMENTS, &c.

Zadok Cramer

WITH ACCURATE MAPS OF THE OHIO AND MISSISSIPPI.

TO WHICH IS ADDED

An Appendix,

CONTAINING

AN ACCOUNT OF LOUISIANA,

AND OF

THE MISSOURI AND COLUMBIA RIVERS,

AS DISCOVERED BY THE VOYAGE UNDER

CAPTAINS LEWIS AND CLARK.

SIXTH EDITION—IMPROVED AND ENLARGED,

PITTSBURGH,

PUBLISHED BY ZADOK CRAMER AND SOLD AT HIS

BOOKSTORE, MARKET-STREET.

[PRICE ONE DOLLAR.]

FROM THE PRESS OF CRAMER & SPEAR.....1808.

534
886

else if you are dilatory you must abide by the consequence.

WOODEN-ISLANDS, are more dangerous than real ones, the former being an obstacle lately thrown in the way of the current, and the bed of the river not having had sufficient time to form that bar or gradual ascent from the bottom of the river to the island, which divides the current at some distance from the point of the island above water, the current will hurry you against them, unless you use timely exertion. From all this it must be evident how imprudent it is attempting to go after night, even when assisted by a clear moon; but after you are once arrived at Natchez, you may safely proceed day and night, the river from that place to its mouth being clear, and opposing nothing to your progress but a few eddies into which you may occasionally be drawn and detained for a short time.

The islands of the Mississippi are numerous and many of them large, and from their being generally situated in the bends of the river, they become more difficult and dangerous to pass. We have been sedulous, however, in giving such descriptions of them, and pointing out the method to avoid them, as we hope will be found highly useful, and render the danger much less, thereby affording a considerable security to the cargo, and ease to the mind of the navigator.

The principal islands are numbered, together with such descriptions of their size and situation, as cannot easily be mistaken; and by recurring to the MAPS, you will find them represented by white spots, with their numbers opposite them. The sand bars are less white and cross-barred; and the channel is pointed out by a double white line, which in some few instances may be found contrary to the direction given in print, arising from the difference of opinion among navigators themselves:—Where this is the case, we advise that the printed directions should be followed in preference to the line on the map.

The distances are taken from the head of one island or sand bar, to the head of those next below them, including the supposed length of each; which measurement, (being principally by the eye and running of the boat) is carried out to the column of totals, to make out the general distance as correct as possible.

525
887

either side. Just above No 33, is a large sand-bar; to avoid it, you must, in low water, keep it on the right, and hug the left shore pretty close, which will render the passage easier round the island. If you are unfortunately drawn into the right channel, keep as near the right shore as possible, and prevent yourself from being thrown on the side of the island to which the current sits powerfully, and which is filled with dangerous snags, sawyers, &c. No 33 is about one mile and a half long, and is said to take its name from flour-boats having got wrecked upon it.

Upper Chickasaw Bluffs, on the left side,	2	176

They begin at the lower point of No. 33, and continue down about a mile.

Island No. 34, 3 miles below 33,	4	180

Lies about the middle of the river, and is nearly four miles long. In low water, you must take the right side of this island. There are two small islands close to No. 34, which may be considered a part of it, and the navigator must never attempt to go between them and the large one. A small outlet makes out on the left shore nearly opposite the middle of 34.

Second Chickasaw Bluffs, 3 miles below 34,	7	187

These are on the left shore, the river turns short to the right, and is very narrow, you may suffer your boat to drift as near them as you think is safe.

Island No. 35, about 3 miles below 2d Bluffs,	3	190

Lies nearest the left shore, in floods the left passage is good and about three miles and a half the nearest, in low water the right channel must be taken. This island is about six miles long.

Island No. 36, about 2 miles below No. 35,	8	198

Lies near the middle of the river, is about eight miles long, opposite it on the right bank, is what is called the *Devil's Race Ground*. Navigators differ about the safety of the channels past this island: Some recommend the right pass in low water, which is now much better than it was a few years ago, and much wider than the left, and 4 or 5 miles the nearest; and if taken, the right point must be hugged pretty close, in order to keep off the island, which is full of sawyers and dangerous snags, and to which the current draws powerfully. If the left pass be taken, which seems to be most approved of, you must keep pretty close to the left shore at the head of the island. Near the shore and on the left of the island is a sand bar. About two miles below the head of the island you come to the

Third Chickasaw Bluffs, left shore,		

Which are not difficult to pass, and are about three quarters of a mile in length.

526
888

Island No. 37, 2 miles below 36,	10	208
Is a willow island, lies near the right shore, and is united to No. 36, by a bar; channel on the left shore, but not too close to it, for fear of being sucked into one of the three out-lets which run out from the left shore about a quarter of a mile below each other, and nearly opposite the lower point of No. 37. These three out-lets unite and return into the river about five miles below.—No. 37 is about two miles long, and the out-lets one mile from the first to the third. Some navigators say that the right side of No. 37 ought to be taken at all times; and, if the water be low, keep pretty close to a bar that puts out from the right shore.		
A willow Beach and Sand bar,	3	211
Just below the out-lets, and on the same side; here the river bends short to the left, and as the bank is low, the current draws strongly to the right shore. Some care is necessary to prevent your boat from being drawn into the channel to the right of No 39, about 3 miles below the last outlet. About one mile below and on the right side may be found pretty good landing along a willow shore.		
Island No. 38, 3 miles below last out-let,	3	214
Lies nearest the left shore. Here are three passages in consequence of another island, No 39, lying to the right of No 38, the middle channel is preferred in all stages of the water, the one to the right of No 39 is seldom gone, it being about ten miles round, and the one to the left of No 38 is only navigable in high water, when the current is remarkably rapid, channel narrow and dangerous, it is better than a mile through. The navigator in taking the middle pass must take care to hug the left side of No 38 and a bar adjoining, to avoid being driven against No 39. The river at this place makes a sudden turn to the left, and is said to be the greatest bend between the Ohio and New Orleans. It is called the Devil's Elbow. No 38 is about 2 miles long.		
Twelve Out-lets, nearly a mile below 38,	4	218
These are small, and on the right shore.		
A Sand and Willow Beach, one mile below,	1	219
It joins the right shore; on this beach are large quantities of drift wood and rafts; it is about two miles long.		
Island No. 40, 2 miles below the Beach,	4	223
Lies nearest the left shore, take the left side of this island in low water. About half a mile below the head of No 40, is a small island middling close to the right shore, take the left side of it, and about a mile below on the left shore, there is a large sand bar, take the right side of it. No 40 is about 4 miles long.		

527

889

30
31
33
32
Chickasaw Bluffs
34
2d Bluffs
35
37
36
MAP III.
3d Bluffs
39
40
41
Wolf R.
Pikes F.
4th Bluffs
F. Pickering
43
44
42

528
890

John Sleeper Book

THE NAVIGATOR:

CONTAINING DIRECTIONS FOR NAVIGATING THE

MONONGAHELA, ALLEGHENY, OHIO, AND MISSISSIPPI

RIVERS;

WITH AN AMPLE ACCOUNT

OF THESE MUCH ADMIRED WATERS;

FROM THE

HEAD OF THE FORMER TO THE MOUTH OF THE LATTER

AND A CONCISE DESCRIPTION

OF THEIR

TOWNS, VILLAGES, HARBOURS, SETTLEMENTS, &c.

Zadok Cramer

WITH ACCURATE MAPS OF THE OHIO AND MISSISSIPPI.

Library of Congress 1857

TO WHICH IS ADDED,

An Appendix,

CONTAINING

AN ACCOUNT OF LOUISIANA,

AND OF

THE MISSOURI AND COLUMBIA RIVERS

AS DISCOVERED BY THE VOYAGE UNDER CAPTAINS LEWIS AND CLARKE.

SEVENTH EDITION—IMPROVED AND ENLARGED.

PITTSBURGH,

PRINTED AND PUBLISHED BY CRAMER, SPEAR & EICHBAUM, AND SOLD AT THEIR BOOKSTORE, FRANKLIN'S HEAD, MARKET, BETWEEN FRONT AND SECOND STREETS.

[PRICE ONE DOLLAR.]

1808.

529
891

Third Chickasaw Bluffs, left shore,

Which are not difficult to pass, and are about three quarters of a mile in length.

Island No. 37, 2 miles below 36, 10 208.

Is a willow island, lies near the right shore, and is united to No. 36, by a bar; channel on the left shore, but not too close to it, for fear of being sucked into one of the three out-lets which run out from the left shore about ¼ quarter of a mile below each other, and nearly opposite the lower point of No. 37. These three out-lets unite and return into the river about 3 miles below.—No. 37 is about two miles long and the out-lets one mile from the first to the third. Some navigators say that the right side of No. 37 ought to be taken at all times; and if the water be low, keep pretty close to a bar that puts out from the right shore.

A willow Beach and sand bar. 3 211

Just below the out-lets and on the same side; here the river bends about to the left, and as the bank is low, the current draws strongly to the right shore. Some care is necessary to prevent your boat from being drawn into the channel to the right of No. 39, about 3 miles below the last outlet. About one mile below and on the right side may be found pretty good landing along a willow shore.

Island No. 38, 3 miles below last outlet, 3 214

Lies nearest the left shore. Here are three passages in consequence of another island, No. 39, lying to the right of No. 38, the middle channel is preferred in all stages of the water, the one to the right of No. 39 is seldom gone, it being about ten miles round, and the one to the left of No. 38 is only navigable in high water, whenthe current is remarkably rapid, channel narrow and dangerous, it is better than a mile through. The navigator in taking the middle pass must take care to hug the left side of No. 38 and a bar adjoining, to avoid being driven against No. 39. The river at this place makes

530
892

They begin at the lower point of No. 33, and continue down about a mile.

Island No. 34, 3 miles below 33, 4 180

Lies about the middle of the river, and is nearly four miles long. In low water, you must take the right side of this island. There are two small islands close to No. 34, which may be considered a part of it, and the navigator must never attempt to go between them and the large one. A small outlet makes out on the left shore nearly opposite the middle of 34.

Second Chickasaw Bluffs, 3 miles below 34. 7 187

These are on the left shore, the river turns short to the right, and is very narrow, you may suffer your boat to drift as near them as you think is safe.

Island No. 35, about 3 miles below 2d Bluffs. 3 190

Lies nearest the left shore, in floods the left passage is good and about three miles and a half the nearest, in low water the right channel must be taken. This island is about six miles long.

Island No. 36, about 2 miles below No. 35. 8 198

Lies near the middle of the river, is about eight miles long, opposite it on the right bank, is what is called the *Devil's Race Ground.* Navigators differ about the safety of the channels past this island: some recommend the right pass in low water, which is now much better than it was a few years ago, and much wider than the left, and 4 or 3 miles the nearest; and if taken, the right point must be hugged pretty close, in order to keep off the island, which is full of sawyers and dangerous snags, and to which the current draws powerfully. If the left pass be taken, which seems to be most approved of, you must keep pretty close to the left shore at the head of the island. Near the shore and on the left of the island is a sand bar. About two miles below the head of the island you come to the

531

893

a sudden turn to the left, and is said to be the greatest bend between the Ohio and New-Orleans. It is called the Devil's Elbow. No. 38 is about 2 miles long.

Twelve Out-lots, nearly a mile below 38, 4 218

These are small, and on the right shore.

A sand and Willow Beach, one mile below, 1 219

It joins the right shore; on this beach are large quantities of drift wood and rafts; it is about two miles long.

Island No. 40, 2 *miles below the Beach,* 4 223

Lies nearest the left shore, take the right side of this island in all stages of the water—About half a mile below the head of No. 40, is a small island middling close to the right shore, take the left side of it, and about a mile below on the left shore, there is a large sand bar, take the right side of it. No. 40 is about 4 miles long.

Island No. 41, 2 *miles below* 40, 6 229

It lies near the right shore, and adjoining it is a bar, channel on the left of both. No. 41 is nearly a mile long.

Islands Nos. 42, 43, 44 *and* 45, 3 *miles below,* 4 233

Lie in a bend of the river, the two nearest the left shore, viz. No. 42 the upper, and the other No. 45, the one on the right of these is the largest, No. 43, and the one nearest the right shore is No. 44. On the right side of the island next to the right shore is a sand bar, take the right side of it, as well as of all the islands in low water—In high water any of the passes may be gone in safety—From the head of the first to the foot of the last is about six miles.

Wolf river, 1 *mile below No.* 45, 7 240

This is but a small river, entering on the left shore. Opposite Wolf river on the right side of the Mississippi, is an old Spanish Fort, now nearly demolished—A short distance below this river stands

532

894

30
31
33
32
Chickasaw Bluff
34
3d Bluff
35
37
36
MAP III.
3d Bluff
39
40
41
42
43
44
Wolf R.
Pikes F.
4th Bluff
F. Pickering

533

895

THE

NAVIGATOR;

CONTAINING DIRECTIONS FOR NAVIGATING

THE MONONGAHELA, ALLEGHENY, OHIO AND MISSISSIPPI RIVERS;

WITH AN AMPLE ACCOUNT

OF THEIR MUCH ADMIRED WATERS,

FROM THE HEAD OF THE FORMER TO THE MOUTH OF THE LATTER;

AND A CONCISE DESCRIPTION

OF THEIR

TOWNS, VILLAGES, HARBORS, SETTLEMENTS, &c.

WITH MAPS OF THE OHIO AND MISSISSIPPI.

TO WHICH IS ADDED

AN APPENDIX,

CONTAINING AN ACCOUNT OF LOUISIANA,
AND OF THE MISSOURI AND COLUMBIA RIVERS, AS
DISCOVERED BY THE VOYAGE UNDER
CAPTS. LEWIS AND CLARK.

EIGHTH EDITION—IMPROVED AND ENLARGED.

PITTSBURGH,

Published & Sold
BY CRAMER, SPEAR AND EICHBAUM
FRANKLIN HEAD, MARKET
STREET.

Robert Ferguson & Co. Printers.
1814.

1876

895

534

896

a clear moon; but after you are once arrived at Natchez you may safely proceed day and night, the river from that place to its mouth being clear, and opposing nothing to to your progress but a few eddies into which you may occasionally be drawn and detained for a short time.

The islands of the Mississippi are numerous and many of them large, and from their being generally situated in the bends of the river, they become more difficult and dangerous to pass. We have been sedulous, however, in giving such descriptions of them and pointing out the method to avoid them, as we hope will be found very useful, and render the danger much less, thereby affording a considerable security to the cargo, and ease to the mind of the navigator.

The principal islands are numbered, together with such descriptions of their size and situation, as cannot easily be mistaken; and by recurring to the Maps you will find them represented by white spots, with their numbers opposite them. The sand bars are less white and cross-hatched; and the channel is pointed out by a double white line, which in some few instances may be found contrary to the direction given in print, arising from the difference of opinion among navigators themselves:—where this is the case, we advise that the printed directions should be followed in preference to the line on the map.

The distances are taken from the head of one island or sand bar, to the head of those next below them, including the supposed length of each, which measurement, (being principally by the eye and running of the boat) is carried out to the column of totals, to make out the general distance as correct as possible.

535
897

The left side and opposite No. 36. They are seen from a mile above the head of the island.

No. 37, a willow Island.

Lies close along side and laps a little past the foot of No. 36, on its left side, therefore is scarcely observable when you take the right side of No. 36. Just below No. 37 on the left side of the river, are three outlets, within a quarter of a mile of each other, and joining, enter the river five miles below.

A willow beach and bar, 3 192

Three miles below No. 37, and on the left side of the river. Here the current sets hard against the right shore, and in floods rushes over the bank with great velocity. This bar is two miles long, and the river winds considerably to the left around it. A mile below this willow bar the three outlets enter in one handsome stream, forming an island of great magnitude, and by way of distinction, we will call it *Outlet Island*, the foot of it being about six miles below No 37, and five miles in length.

No. 38, 3 197

This island stands nearly in the middle of the river, which turns suddenly to the left, and forms a left hand point, so curious as to have obtained it the name of the *Devil's Elbow*. The head of the island is beset with snags—channel left side. In approaching this schute you must hug close round the left hand point until you come in sight of the sand bar, whose head has the appearance of an old field of trees, then pull over for the island to keep clear of the snags on your left, while you leave those along the head of the island on your right, taking care not to approach these last too near, for the current is so rapid that the striking one might so shock the boat as to endanger the cargo. The channel to the right of No. 38 is now too dangerous to be run, it being choked and filled with snags and sawyers. The left pass is about a mile through, the right three miles.

Island No. 39, off to the right of No. 38,

And its pass is ten miles round, but never attempted to be run by boats, in fact the island is scarcely distinguishable from the main land. On the right side of the river before you get to No. 38 is a willow bar two miles in length.

Twelve outlets nearly a mile below No. 38, 4 201

These are small and on the right shore.

A sand and willow beach point, 1 202

On this beach are large quantities of drift wood as 4

536

898

Second Chickasaw Bluff, three miles below No. 34, 7 172

Here you see on the left hand a bluff bank of from 150 to 200 feet in height, singularly shaped, and variegated with different colors of the earth, of which the yellow is the most conspicuous. The river beating hard against the bluff subjects it to an almost constant caving down, by which the face of the bluff is kept fresh in its appearance. The earth when first picked up at the bluff, and when it is wet, has a soapy feeling and would appear to be a good clay for potters, but on examination it is found mixed with a very fine sand, which, when dried, renders it friable. The yellow and the pink colored earths are sometimes collected, and when mixed with oil and ground, make a tolerable paint. These bluffs, with all the others on the Mississipi, are so irregular in their formation, the colored veins of earth running in such contrary directions, induces a suggestion of their volcanic origin. This bluff extends about three miles down.

The river here turns short to the right, and is very narrow. Close in to the bluff is an eddy, you may keep as near the outer edge of it as you please, and the channel is safe and good though very rapid.

No. 35, three miles below second bluff, 3 175

Is very broad at its head, the left pass turns pretty short to the right, and half way down is a large willow and sand bar on the left shore, must keep pretty close to the island past this bar. In low water the right side of No. 35 must be taken. This island is about five miles long. A mile below No. 35 is an outlet on the right side of the river.

No. 36, three miles below No. 35, 8 183

Lies near the middle of the river.—The right channel is now the best, and in fact the main one, though so bad a few years ago as to get the name of the *Devil's Race Ground*. The right hand point opposite the head of No. 36, is a high willow point or bar, reaching down for two miles; keep close to this point and then close round the sand bar, as the lower end of the island is narrow and dangerous, there being snags and sawyers on the bar joining the foot of the island. On the left shore is a long sand and willow bar extending above and below the head of the island. The right pass is about three miles through, and the left six or seven.

Third Chickasaw Bluffs.

557

899

30
31
32
33
Chickasaw Bluff
34
2d Bluffs
35
37
36
MAP III.
3d Bluffs
40
41
42
43
44
45
Wolf R.
Pilot F.
4th Bluffs
F. Pickering

538

900

THE

NAVIGATOR,

CONTAINING

DIRECTIONS FOR NAVIGATING

THE MONONGAHELA, ALLEGHENY, OHIO

AND

MISSISSIPPI RIVERS;

WITH AN

AMPLE ACCOUNT OF THESE MUCH ADMIRED WATERS,

FROM THE HEAD OF THE FORMER TO THE MOUTH OF THE LATTER;

AND A

CONCISE DESCRIPTION OF THEIR

TOWNS, VILLAGES, HARBORS, SETTLEMENTS, &c.

WITH MAPS OF THE OHIO AND MISSISSIPPI.

TO WHICH IS ADDED Zadok

AN APPENDIX, Cramer.

CONTAINING AN ACCOUNT OF LOUISIANA,

AND OF THE MISSOURI AND COLUMBIA RIVERS, AS

DISCOVERED BY THE VOYAGE UNDER

CAPTS. LEWIS AND CLARK.

NINTH EDITION.

PITTSBURGH,

Published by

CRAMER, SPEAR AND EICHBAUM,

FRANKLIN HEAD, MARKET

STREET.

Robert Ferguson & Co. P[illegible]

18[illegible].

[illegible]

539

901

cient time to form that bar or gradual ascent from the bottom of the river to the island, which divides the current at some distance from the point of the island above water, the current will hurry you against them, unless you use timely exertion. From all this it must be evident how imprudent it is attempting to go after night, even when assisted by a clear moon: but after you are once arrived at Natchez you may safely proceed day and night, the river from that place to its mouth being clear, and opposing nothing to your progress but a few eddies into which you may occasionally be drawn and detained for a short time.

The islands of the Mississippi are numerous and many of them large, and from their being generally situated in the bends of the river, they become more difficult and dangerous to pass. We have been sedulous, however, in giving such descriptions of them and pointing out the method to avoid them, as we hope will be found very useful, and render the danger much less, thereby affording a considerable security to the cargo, and ease to the mind of the navigator.

The principal islands are numbered, together with such descriptions of their size and situation, as cannot easily be mistaken, and by recurring to the Maps you will find them represented by white spots, with their numbers opposite them. The sand bars are less white and cross-barged; and the channel is pointed out by a double white line, which in some few instances may be found contrary to the direction given in print, arising from the difference of opinion among navigators themselves:—where this is the case, we advise that the printed directions should be followed in preference to the line on the map.

The distances are taken from the head of one island or sand bar, to the head of those next below them, including the supposed length of each, which measurement, (being principally by the eye and running of the boat) is carried out to the column of totals, to make out the general distance as correct as possible.

540
902

nearly opposite the middle of No. 34, and comes in again a mile above the second bluff—channel past No. 34, left side, most prefer the right.

Second Chickasaw Bluff, three miles below No. 34, 7 172

Here you see on the left hand a bluff bank of from 150 to 200 feet in height, irregularly shaped, and variegated with different colors of the earth, of which the yellow is the most conspicuous. The river bearing hard against the bluff subjects it to an almost constant caving down, hence the face of the bluff is kept fresh in its appearance. The earth when first picked up at the bluff, and when it is wet, has a soapy feeling and would appear to be a good clay for pottery, but on examination it is much mixed with a very fine sand, which, when dried, renders it friable. The yellow and the peak colored earths are sometimes calcined, and when mixed with oil and ground, make a tolerable paint. These bluffs, with all the others on the Mississippi, are so irregular in their formation, the colored veins of earth running in such contrary directions, as does a suggestion of their volcanic origin. This bluff extends about two miles down.

The river here turns short to the right, and is very narrow. Close in to the bluff is an eddy, you may keep as near the outer edge of it as you please, and the channel inside and good though very rapid.

No. 35, three miles below second bluff, 3 175

Is very broad at its head, the left pass turns pretty short to the right, and half way down is a large willow and sand bar on the left shore, must keep pretty close to the island past this bar. In low water [illegible] No. 35 must be taken. This island is about five miles long. A mile below No. 35 is an outlet on the right side of the river.

No. 36, three miles below No. 35, 8 183

Lies near the middle of the river and the right channel is now the best, and in fact the main one, though so bad a few years ago as to get the name of the *Devil's Race Ground*. The right hand point opposite the head of No. 36, is a high willow point or bar, reaching down for two miles; keep close to this point and then close round the sand bar, as the lower end of the island is narrow and dangerous, there being snags and sawyers on the bar joining the foot of the island. On the left shore is a long sand and willow bar extending above and below the head of the island. The right pass is about three miles through, and the left six or seven.

Third Chickasaw Bluffs.

The left side and opposite No. 36. They are seen from a mile above the head of the island

No. 37, a willow island.

Lies close along side and laps a little past the foot of No. 36, on its left side, therefore is scarcely observable when you take the right side of No. 36. Just below No. 37 on the left side of the river, are *three outlets*, within a quarter of a mile of each other, and joining, enter the river five miles below.

A willow beach and bar. 9 194

Three miles below No. 37, and on the left side of the river. Here the current sets hard against the right shore, and in floods

ywhichover the bank with great velocity. This bar is two miles long, and the river winds considerably to the left around it. A mile below this willow bar the three outlets enter in one handsome stream, forming an island of great magnitude, and by way of distinction, we will call it *Outlet Island*, the foot of it being about six miles below No. 37. and five miles in length.

No. 38, 5 197

This island stands nearly in the middle of the river, which turns suddenly to the left, and forms a left hand point, so curious as to have obtained it the name of the *Devil's Elbow*. The head of the island is beset with snags—channel left side. In approaching this schute you must hug close round the left hand point until you come in sight of the sand bar, whose head has the appearance of an old field of trees, then pull over for the island to keep clear of the snags on your left, while you leave them along the head of the island on your right, taking care not to approach these last too near, for the current is so rapid that the striking one might so shock the boat as to endanger the cargo. The channel to the right of No. 38 is now too dangerous to be run, it being choked and filled with snags and sawyers. The left pass is about a mile through, the right three miles.

Island No. 39, off to the right of No. 38,

And its pass is ten miles round, but never attempted to be run by boats, in fact the island is scarcely distinguishable from the main land. On the right side of the river before you get to No. 38 is a willow bar two miles in length.

Twelve outlets nearly a mile below No. 38, 4 201

These are small and on the right shore.

A sand and willow beach point, 1 202

On this beach are large quantities of drift wood and rafts of it about two miles long and join the right shore. Here the river turns to the right.

Island No. 40, 2 miles below the Beach point, 4 206

Is large, and lies nearest the left shore—channel right side at all times. One mile and a half below the head of No. 40 is a small island close to the right shore. A mile further down is a large willow and sand bar in the middle of the river, the willows on the bar are divided in several places, forming two small islands, with a third lower down, still another but on the same bar. Low water passage is to the right of this bar, in high water the left may be gone. At the foot of No. 40 is a fine landing place, where there is gentle water and willows to make fast to.—This landing cannot be made well without taking the left of the bar. There is also a good landing on the right hand willow point below the foot of the island, which is easily made when you take the right of the bar. The right pass is about five or six miles long.

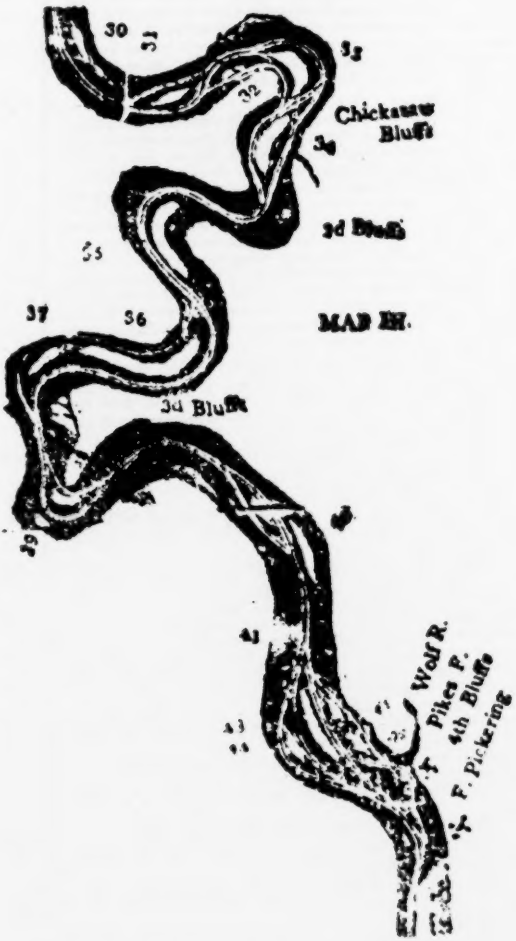
Island No. 41, two miles below No 40, 7 213

Lies near the right shore, and adjoining it is a bar—channel on the left of both. It is about a mile long.

Nos. 42, 43, 44 & 45, three miles below No. 41, 4 217

By way of resemblance, these islands have been dubbed with the name of "*Paddy's Hen and Chickens.*" They lie in a bend of

542


30
31
32
33
Chickasaw Bluffs
34
2d Bluff
35
37
36
MAP III.
3d Bluff
39
40
41
42
43
44
Wolf R.
Pike P.
4th Bluff
F. Pickering

543
905

THE

NAVIGATOR,

CONTAINING

DIRECTIONS FOR NAVIGATING THE

MONONGAHELA, ALLEGHENY,

OHIO, AND MISSISSIPPI RIVERS;

WITH AN AMPLE ACCOUNT

OF THESE MUCH ADMIRED WATERS,

FROM THE HEAD OF THE FORMER
TO THE MOUTH OF THE LATTER;

AND A CONCISE

DESCRIPTION OF THEIR TOWNS, VILLAGES,
HARBORS, SETTLEMENTS, &c.

WITH MAPS OF THE OHIO AND MISSISSIPPI.

TO WHICH IS ADDED

AN APPENDIX,

CONTAINING

AN ACCOUNT OF LOUISIANA,

AND OF

THE MISSOURI AND COLUMBIA RIVERS,

AS DISCOVERED BY THE VOYAGE UNDER
CAPTS. LEWIS AND CLARK.

TENTH EDITION.

PITTSBURGH,
PRINTED AND PUBLISHED BY CRAMER & SPEAR,
FRANKLIN HEAD, WOOD STREET.
1818.

544
906

nearly opposite the middle of No. 34, and comes in again a mile above the second bluff—channel past No. 34, left side, some prefer the right.

Second Chickasaw Bluff, three miles below No. 34, 7 178

Here you see on the left hand a bluff bank of from 100 to 200 feet in height, singularly shaped, and variegated with different colours of the earth, of which the yellow is the most conspicuous. The river bearing hard against the bluff subjects it to an almost constant caving down, hence the face of the bluff is kept fresh in its appearance. The earth when first parked up at the bluff, and when it is wet, has a soapy feeling and would appear to be a good clay for pottery, but on examination it is much mixed with a very fine sand, which, when dried, renders it friable. The yellow and the pink coloured earths are sometimes collected, and when mixed with oil and ground, make a tolerable paint. These bluffs, with all the others on the Mississippi, are so irregular in their formation, the coloured veins of earth running in such contrary directions, induces a suggestion of their volcanic origin. This bluff extends about two miles down.

The river here turns short to the right, and is very narrow. Close in to the bluff is an eddy, you may keep as near the outer edge of it as you please, and the channel is safe and good though very rapid.

No. 35, three miles below second bluff, 3 175

Is very broad at its head, the left pass turns pretty short to the right, and half way down is a large willow and sand bar on the left shore, must keep pretty close to the island past this bar. In low water the right side of No. 35 must be taken. This island is about five miles long. A mile below No. 35 is an outlet on the right side of the river.

No. 36, three miles below No. 35, 8 183

Lies near the middle of the river.—The right channel is now the best, and in fact the main one, though so had a few years ago as to get the name of the *Devil's Race Ground*. The right hand point opposite the head of No. 36 is a high willow point or bar, reaching down for two miles; keep close to this point and then close round the sand bar, as the lower end of the chute is narrow and dangerous, there being snags and sawyers on the bar joining the foot of the island. On the left shore is a long sand and willow bar extending above and below the head of the island. The right pass is about three miles through, and the left six or seven.

Third Chickasaw Bluffs.

The left side and opposite No. 36. They are seen from a mile above the head of the island.

No. 37, a willow island.

Lies close along side and keeps a little past the foot of No. 36, on its left side, therefore a narrow passage is navigable when you take the right side of No. 36. Just below No. 37 on the left side of the river, are three islands within a quarter of a mile of each other, and among, above the river five miles below.

A willow branch and bar, 9 192

Three miles below No. 37 and on the left side of the river. Here the current sets hard against the right shore, and in floods

545
907

		rushes over the bank with great velocity. This bar is two miles long, and the river winds considerably to the left around it. A mile below the willow bar the three outlets enter in one handsome stream, forming an island of great magnitude, and by way of distinction, we will call it *Outlet Island*, the foot of it being about six miles below No. 37, and five miles in length.
	5	**No. 38,** 197
		The island stands nearly in the middle of the river, which turns suddenly to the left and forms a left hand point, so narrow as to have obtained it the name of the *Razor's Elbow*. The head of the island is beset with snags—channel left side. In approaching this chute you must keep close round the left hand point until you come in sight of the sand bar, whose head has the appearance of an old field at times, then pull over for the island to keep clear of the snags on your left, while you leave these along the head of the island on your right, taking care not to approach these last too near, for the current is so rapid that the striking one might so shock the boat as to endanger the cargo. The channel to the right of No. 38 is now too dangerous to be run, it being choked and filled with snags and sawyers. The left pass is about a mile through, the right three miles.
		Island No. 39, off to the right of No. 38,
		And its pass is ten miles round, but never attempted to be run by boats, in fact the island is scarcely distinguishable from the main land. On the right side of the river before you get to No. 38 is a willow bar two miles in length.
	4	**Twelve outlets nearly a mile below No. 38,** 201
		These are small and on the right shore.
	1	**A sand and willow beach point,** 202
		On this bench are large quantities of drift wood and rafts; it is about two miles long and joins the right shore. Here the river turns to the right.
	4	**Island No. 40, 2 miles below the Beach point.** 206
		Is large, and lies nearest the left shore—channel right side at all times. One mile and a half below the head of No. 40 is a small island close to the right shore. A mile further down is a large willow and sand bar in the middle of the river, the willows on the bar are divided in several places, forming two small islands, with a third lower down, still smaller but on the same bar. Low water passage is to the right of this bar, in high water the left may be gone. At the foot of No. 40 is a fine landing place, where there is gentle water and willows to make fast to.—This landing cannot be made well without taking the left of the bar. There is also a good landing on the right hand willow point below the foot of the island, which is easily made when you take the right of the island, the right pass is about five or six miles long.
	7	**Island No. 41, two miles below No. 40,** 213
		Lies near the right shore, and although it is a bar—channel on the left of both. It is about a mile long.
	4	**Nos. 42, 43, 44 & 45, three miles below No. 41.** 217
		By way of eminence, these islands have been dubbed with the name of "*Paddy's Hen and Chickens.*" They lie in a bend of

Chickasaw Bluffs
2d Bluff.
MAP III.
Wolf R.
Pike F.
4th Bluffs
P. Pickering

517
909

THE

Western Navigator;

CONTAINING

DIRECTIONS

FOR THE

NAVIGATION OF THE OHIO AND MISSISSIPPI,

AND

SUCH INFORMATION CONCERNING THE TOWNS, &c. ON THEIR BANKS, AS WILL BE MOST USEFUL TO TRAVELLERS.

ACCOMPANIED BY

CHARTS OF THE OHIO RIVER,

IN ITS WHOLE EXTENT;

AND OF THE

MISSISSIPPI RIVER,

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO.

BY SAMUEL CUMINGS.

VOL. II.

PUBLISHED BY

E. LITTELL,

No. 88, CHESTNUT STREET, PHILADELPHIA.

Clark & Raser, Printers.

1822.

548
910

TO THE READER.

The Charts attending this treatise, were undertaken in the first instance for the private purposes of the author; but as they advanced, and became known to his friends, their advice first suggested the idea of publication. They were subsequently submitted to the inspection of the most experienced Pilots, and Masters of steam-boats, who were pleased to give their approbation to the undertaking, and to its execution, as far as then completed. It was by the advice of some of those gentlemen, and from the urgent recommendation of many very respectable Merchants of the Western country, who had also examined the manuscript Charts, that the actual survey of those parts of the Ohio and Mississippi rivers, which had not then been submitted to that operation, was undertaken.

The result, after nearly three years labour, is now presented to the public. The Atlas contains charts of the Ohio river, in all its extent, and of the Mississippi river below the mouth of the Missouri to the Gulf of Mexico. All the charts have been projected on a uniform scale of two miles to an inch. The whole of the Ohio, with the exception of twelve miles, is laid down from actual admeasurement, and the distance from place to place, may, I think, be relied on as sufficiently accurate.

The Mississippi river has been only in part represented from actual survey: but of the residue, the courses were run by two good

compasses; the islands, sandbars, and other objects, carefully laid down, and the respective distances measured by a good time-piece, having previously ascertained the rate of the current. To test the correctness of this mode of measurement, the various traverses have since been worked by difference of latitude and departure, after correcting the courses for the variation of the magnetic needle, which was found to be about three-fourths of a point easterly,* or about 8° 30′. For descriptive notices of some of the principal tributaries of the Ohio river, the author stands indebted to the Ohio Gazetteer, published at Columbus, by J. Kilbourn, Esq. It cannot be expected, that in the performance of so extensive a work, an entire exemption from error can exist; but the author has the confidence to assert, that no exertion has been spared to render it perfect; and has now the pleasure to leave it to the inspection of a candid and enlightened public.

* The variation, or more correctly the deviation, of the magnetic needle, on, and adjacent to the Delta of the Mississippi river, has been found, from very extensive and numerous observations, within a trifle of nine degrees easterly, and increasing. When observations have been made with heavy, long, and well poised needles, the variation has been often found to exceed nine degrees, by several minutes. This deviation may, however, be considered as general south of Lat. 33° north, on and near the Mississippi. A small diurnal variation is also very perceptible.

left; the right is nearest, but is very full of snags, and should never be attempted by flat boats. The First Chickasaw Bluff is on the left, a little back from the river, opposite to No. 24.

Island No. 25.

Is about three miles below No. 24: channel to the right; the left may be taken at a middling stage of water, and is much nearer.

Second Chickasaw Bluff, on the left.

12 1111

Channel nearest the left shore.

Island No. 26.

3 1116

Channel to the right; as you approach towards its foot incline a little towards the island, to avoid a low flat on the right. You may pass to the left at a middling stage of water, which is something nearer.

Island No. 27, near the left shore.

7¼ 1123

Channel to the right, and close to the island.

The Third Chickasaw Bluffs, on the left, opposite to No. 27.

There is a handsome chute on the left, nearly a mile below No. 27, which may be taken at high water by steam boats, barges, &c. and is a cut off of about five miles. After passing No. 27, keep nearest the left shore until you approach the left hand point below; here the current will naturally sweep you into the bend on the right, clear of the bar round the point on the left: after passing this bar incline towards the left shore again.

Island No. 28,

15¼ 1138

Lies in a sharp right hand bend, close to the right shore; here the river turns very short to the left, and a deep bar makes from the left hand point: keep pretty well towards the left shore above, as the current will naturally force you over towards the island clear of the bar; it will be necessary, however, to pass tolerably close to the island, to avoid the numerous snags on the tail of the bar. This is called by boatmen the devil's elbow—the devil's hatchell—the devil's small toothed comb, &c.

About three miles below No. 28, is what is called the Twelve Outlets, on the right; when you approach them edge over towards the left shore.

Just below the Twelve Outlets commences a bar on the right, extending down to midway of island No. 29. Channel to the left of No. 29; keep near the left shore until nearly up with the middle of No. 29, then steer quick over to the right, and pass pretty close to the foot of it.

Island No. 30.

11 1150

Channel to the right. There is a middle bar opposite to No. 30, about midway of the island; channel either side of it; to the right is preferable, and keep near the right shore until you are past the island, to avoid the bar at its foot. After passing No. 30, incline over towards the left shore.

At a middling stage of water you may pass to the left of No. 30, which is much the nearest.

About two miles below No. 30, is island No. 31, close to the right shore: channel to the left.

One and a half miles below No. 31, is island No. 32, nearly in

therefore, to take to their oars in time if they wish to avoid this chute.

After passing No. 17, incline over towards the left shore, so as to fall in pretty close to it a little above Bayou river, where is a good landing. Bayou river is a mile and three quarters below No. 17, on the left; and opposite to it, on the right, commences a very deep bar, extending round the right hand point: channel near the left shore, in the bend, until you approach the left hand point at the head of Canadian reach, when you incline a little to the right to avoid the bar at the point.

Island No. 18, lies in the middle of the river. 19 1079

Channel to the left; you may pass to the right in almost all stages of water. No. 18, is small, being rather short of a mile in length: there is considerable of a bar both at the head and foot of No. 18; if you pass to the left (which is the main channel at low water) when you are three quarters of a mile below the island steer pretty quick across for the right shore, and pass to the right of islands Nos. 19, and 20.

No. 19, is about a mile below No. 18, close to the left shore. No. 20, is half a mile below it, also close to the left shore; there is a high hooked bar on the right, commencing opposite the foot of No. 20, called by some, Ohio bar; opposite to the foot of it, on the left, is a middle bar, and a small middle bar just below it, in the middle of the river. Keep near the right shore until you are abreast of the foot of No. 20, then incline to the left, and when you are three quarters of a mile below the island steer quick over to the right for about half a mile, and then steer short over to the left, and pass close to the head of No. 21.

After passing No. 21, keep in the middle of the river until you are abreast of the foot of No. 22, then incline a little to the right, and when you are about three quarters of a mile below the island keep over towards the left shore.

Map No. 3.—Mississippi River.

Plum Point, on the left. 13 1092

There is a large bar in the bend, on the right, opposite to Plum point; keep near to Plum point until you are past the centre of the bar in the bend, then incline over towards the right shore.

There is a very deep bar on the left below Plum point, and the channel from the point, betwixt it and the bar on the right, runs almost across the river; the channel here is very full of snags, and the current rapid, and sets strong into the bend on the right; it would be advisable, I think, for flat boats to keep well to the left, and if possible pass to the left of most of the snags. After passing Plum point keep nearest the right shore till you approach the right hand point below. Island No. 23, is immediately at the right hand point; the chute to the right is very narrow, and practicable for keels only bound up.

Island No. 24, or Flour Island. 7 1099

No. 24, is nearly in the middle of the river: best channel to the

the middle of the river: channel to the right, and close to the right shore. There are two or three small islands to the left of No. 32, and connected to it by a large sand bar; this is generally called Paddy's Hen and Chickens: at high water you may pass to the left of No. 32, which is much nearer.

Wolf River, on the left. 16 116

The Fourth Chickasaw Bluff, and town of Memphis, is immediately below Wolf river, on the left. This bluff is nearly two miles in extent on the river. Fort Pickering is near the lower extremity.

There is a sand bar on the right, opposite the bluffs. Channel near the left shore, past the bluffs.

No. 33, or President's Island,

Is about a mile below the Fourth Chickasaw Bluffs. This is a large and beautiful island. No. 34, is a small island to the right of No. 33, and connected to it by a bar: channel to the right of both; at high water you may pass to the left of No. 33, which is a little nearest.

Map No. 4.—Mississippi River.

After passing No. 33, incline over towards the left shore, to avoid a bar at the right hand point below. Four miles further, at the left hand point, was formerly two or three islands, (Nos. 48, and 49.—*Ohio Nav.*) the chutes to the left are now nearly grown up. There is a bar below the point: channel to the right. 4 119

Island No. 35, near the right shore. 14 118

Channel to the left, and after passing the island half a mile, steer over towards the right shore.

There is a bar commences on the left, just below No. 35, extending down along the left shore more than three miles, at the lower extremity of which are three small islands, or tow-heads; there is a good landing at the foot of the largest, or lowermost of the islands. These I have called Goose islands: channel to the right.

No. 36, or Buck Island. 5½ 118

No. 36, is in the middle of the river, about a mile below the three small islands last mentioned. Channel at low water to the left; at a middling stage of water you may pass to the right, which is much nearer. After passing No. 36, a mile, keep nearest the right shore until you are up with the right hand point below, then incline over towards the left shore.

Council Island, lies close to the right shore, 10½ 120

In a sharp right hand bend: channel to the left, and pretty close to the island. The river here makes a short turn to the left, and a deep bar makes from the left hand point; the current forces pretty strong on to the island, and will naturally carry you clear of the bar.

Three and a half miles below Council island commences a bar on the right.

Island No. 37, lies close to the left shore. 7 125

Channel to the right; keep pretty well towards the left shore

553
915

THE

WESTERN PILOT,

CONTAINING

CHARTS OF THE OHIO RIVER,

AND OF THE

MISSISSIPPI

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO,

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND

A DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, &c.

ALSO,

A VARIETY OF MATTER INTERESTING TO ALL WHO ARE CONCERNED IN THE NAVIGATION OF THOSE RIVERS.

BY SAMUEL CUMINGS.

CINCINNATI:
MORGAN, LODGE AND FISHER, PRINTERS.
1825.

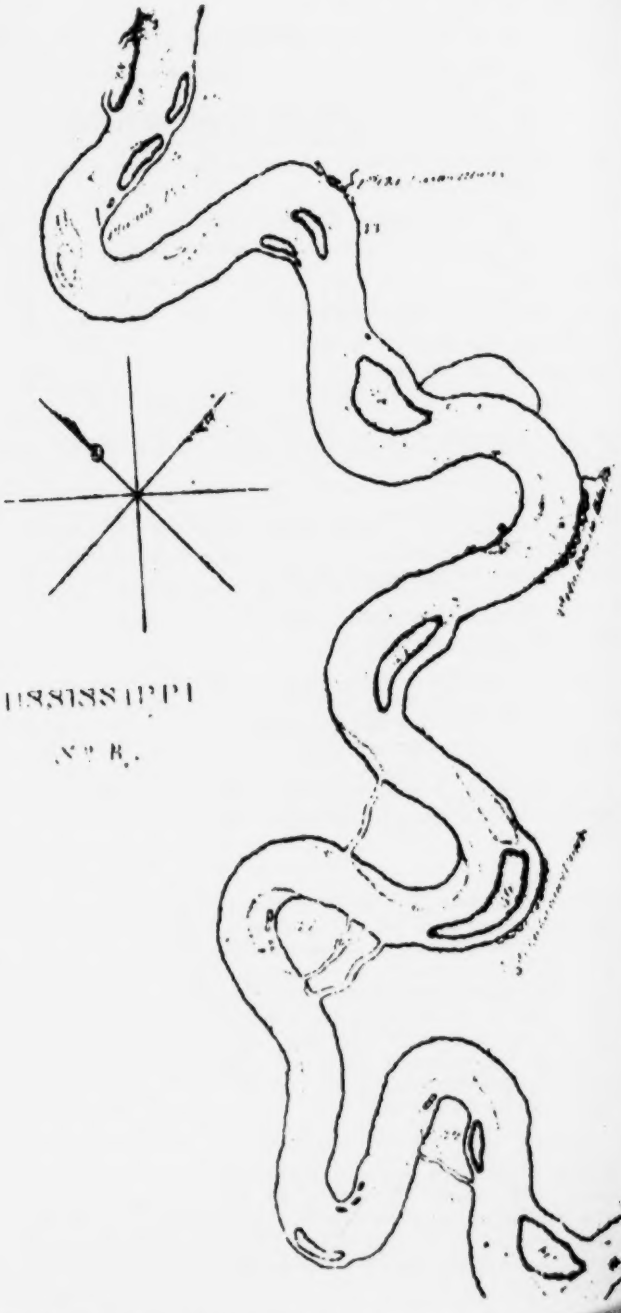
554
916

ADVERTISEMENT.

THE surveys, preparatory to the construction of the charts accompanying this treatise, were executed in the years 1819, 20, and 21. A resurvey of the whole was, however, effected in the years 1823 and 24, and particular care taken to correct for the various alterations which have taken place. The charts are projected on a uniform scale of four miles to the inch, lengthwise; but necessarily enlarged in breadth. The best landings, at low water, on the Mississippi, are particularly noticed on the charts, by a small diamond or square. The charts of the Mississippi are extended to the Gulf of Mexico, and the various outlets noticed, particularly the South West Pass, which was examined by the author during the summer of 1824.

No. 33, or Flour Island, Channel to the left. As you approach the right hand point above Flour island, incline over to the left, and when nearly up with its head, keep to the right, towards the head of the island, to avoid a low bar on the left, opposite.	12	329
The first Chickasaw Bluffs Is on the left, a little back from the river, opposite to Flour island.		
No. 34, Channel to the right, at low water.	4	333
Second Chickasaw Bluffs, Channel near the left shore.	8	341
No. 35, Channel to the right at low water—at a middling stage of water, you may take the left, which is much nearer.	5	346
No 36, Channel to the right. There is a large bar on the left, extending about two miles above No. 36—when up with the right hand point, opposite, incline towards the island.	7½	353½
The third Chickasaw Bluffs, On the left, are opposite No. 36.		
About three-fourths of a mile below No. 36 a handsome little chute puts out on the left, which cuts off five or six miles, and may be taken with safety at a high stage of water. There is a large bar round the left hand point, below: channel nearest the right shore, and then incline to the left again. A good landing at low water can be made either night or day, on a bluff bar, either above or below the mouth of the small chute above mentioned.		
No. 38, Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar round the left hand point, opposite to No. 38, which throws the channel pretty well towards the island. About three miles below No. 38, are a number of small chutes puts out on the right, just above the right hand point—immediately below them is a large bar, with a towhead on it: channel well over to the left shore round this bar, and when up with No. 39, immediately below it, incline to the right.	15½	369
No. 40, Channel to the right, and close to the right shore, opposite the middle of the island. The left of No. 40 is much nearest, and may be taken at a middling stage of water. There is a channel through the bar to the right of No. 40, but near the right shore in the bend is safest, and when past the island, incline to the left again.	11	380

556
918



MISSISSIPPI

N° 8.

557
919

THE

WESTERN PILOT,

CONTAINING

CHARTS OF THE OHIO RIVER,

AND OF THE

MISSISSIPPI

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO,

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND

A GAZETTEER

OR

DESCRIPTION OF THE TOWNS ON THEIR BANKS,

TRIBUTARY STREAMS, &c.

ALSO,

A VARIETY OF MATTER INTERESTING TO TRAVELLERS AND ALL CONCERNED IN

THE NAVIGATION OF THOSE RIVERS.

BY SAMUEL CUMINGS.

CINCINNATI:

PUBLISHED BY N. & G. GUILFORD, THE PROPRIETORS.

PRINTED BY JOHN M'CALLA.

1829.

533

920

ADVERTISEMENT.

THE surveys, preparatory to the construction of the charts accompanying this treatise, were executed in the years 1819, 20, and 21. A re-survey of the whole has however been since effected, and particular care taken to correct for the various alterations which have taken place. The charts are projected on a uniform scale of four miles to the inch, lengthwise; but necessarily enlarged in breadth. The best landings, at low water, on the Mississippi, are particularly noticed on the charts, by a small diamond or square. The charts of the Mississippi are extended to the Gulf of Mexico, and the various outlets noticed, particularly the South West Pass, which was examined by the author during the summer of 1824.

559

921

F353
.C93
1829
Map Div

DISTRICT OF OHIO, &c.

Be it Remembered: That on the 28th day of June, in the year of our Lord one thousand eight hundred and twenty-five, and in the forty-ninth year of American Independence, Samuel Cumings, of said district, hath deposited in this office the title of a book, the right whereof he claims as author in the words following, to wit:

"The Western Pilot; containing charts of the Ohio River, and of the Mississippi from the mouth of the Missouri to the Gulf of Mexico, accompanied with directions for Navigating the same, and a description of the towns on their banks, tributary streams, &c; also a variety of matter interesting to all who are concerned in the navigation of those rivers, by Samuel Cumings."

In conformity to the act of Congress of the United States of America, entitled "an act for the encouragement of learning by securing the copies of Maps, Charts, and Books to the authors and proprietors of such copies during the times therein mentioned, and also of the act entitled "an act supplementary to an act entitled an act for the encouragement of learning, by securing the copies of Maps, Charts, and Books to the authors and proprietors of such copies during the times therein mentioned, and extending the benefit thereof to the arts of designing, engraving, and etching historical and other prints."

Attest HARVEY D. EVANS.
Clerk of said District.

12/122
107

The Third Chickasaw Bluffs,
On the left, are opposite No. 38.

About three fourths of a mile below No. 36, a handsome little chute puts out on the left, which cuts off five or six miles, and may be taken with safety at a high stage of water. There is a large bar round the left hand point, below: channel nearest the right shore, and then incline to the left again. A good landing at low water can be made either night or day, on a bluff bar, either above or below the mouth of the small chute above mentioned.

No. 38, 15½ 369

Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar round the left hand point, opposite to No. 38, which throws the channel pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point—immediately below them is a large bar, with a two-head on it: channel well over to the left shore round this bar, and when up with No. 39, immediately below it, incline to the right.

No. 40, 11 380

Channel to the right, and close to the right shore, opposite the middle of the island. The left of No. 40 is much nearest, and may be taken at a middling stage of water. There is a channel through the bar to the right of No. 40, but near the right shore in the bend is safest, and when past the island, incline to the left again.

Directions for Map No. 9—Mississippi River.

About two miles below No. 40, is island No. 41, close to the right shore: channel to the left. Just below No. 41, are islands Nos. 42, 43, 44 and 45, connected by a large bar: these are called Paddy's Hen and Chickens. There is a large middle bar to the right of the *Old Hen*, with a tow-head on it: channel to the right of all, close into the bend, and when nearly up with Foy's, keep to the left again.

Wolf River, left side, 16 396

There is a sand bar on the right, opposite the bluffs: channel near the left shore.

MEMPHIS left side.

This town is situated on the 4th Chickasaw Bluffs, just below the mouth of Wolf river, in the northwest angle of the state of Mis-

the right shore. Keep near the right shore until you are nearly up with the middle of No. 27, then incline to the left, and pass near its foot.

Directions for Map No. 8.—Mississippi River.

No. 29,
Lies near the left shore. Just above No. 29, is a middle bar, nearest the left shore: channel to the right, betwixt it and a hook bar on the right near the head of No. 28; when opposite the head of No. 29, steer short across to the left and pass near its foot. There is a channel to the left of the above middle bar, near to the head of No. 29, but is narrow and full of snags. No. 30 lies near the left shore immediately below No. 29; when up with its head, keep well over to the right, and when past its foot, incline to the left again, and pass pretty close to Plumb point—from this the channel runs straight down into the bend below, between the bars on the right, and the large bar on the left below the point.—This is perhaps one of the most difficult places in the Mississippi at a low stage of water, owing to the numerous snags, and rapidity of the current, and requires great care to steer clear of the snags. Keep near the right shore round the head of the bar below Plumb point, and for three or four miles further down. 8 317

No. 33, or Flour Island,
Channel to the left. As you approach the right hand point above Flour island, incline over to the left, and when nearly up with its head, keep to the right, towards the head of the island, to avoid a low bar on the left, opposite. 12 329

The First Chickasaw Bluffs
Is on the left, a little back from the river, opposite to Flour island.

No. 34,
Channel to the right, at low water. 4 333

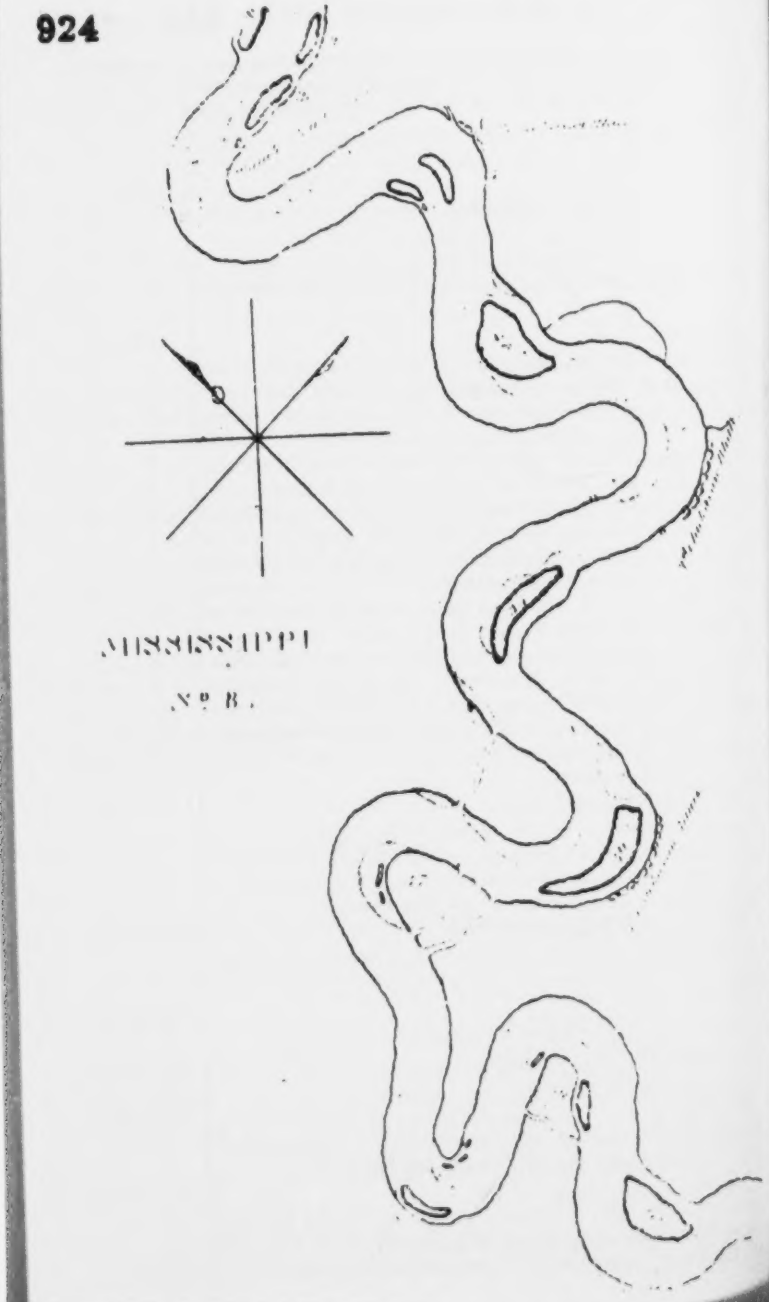
Second Chickasaw Bluffs,
Channel near the left shore. 8 341

No. 35,
Channel to the right at low water—at a middling stage of water, you may take the left, which is much nearer. 5 346

No. 36,
Channel to the right. There is a large bar on the left, extending about two miles above No. 36—when up with the right hand point, opposite, incline towards the island. 7½ 353½

562

924



MISSISSIPPI

№ 8.

563

THE

925

WESTERN PILOT,

CONTAINING

CHARTS OF THE OHIO RIVER,

AND OF THE

MISSISSIPPI,

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND

A GAZETTEER,

OR

DESCRIPTION OF THE TOWNS ON THEIR BANKS,

TRIBUTARY STREAMS, &c.

ALSO,

A VARIETY OF MATTER INTERESTING TO TRAVELLERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS.

BY SAMUEL CUMINGS.

LIBRARY OF CONGRESS
1981
CITY DOCUMENTS.

CINCINNATI:

PRINTED AND PUBLISHED BY N. AND G. GUILFORD AND CO.

1832.

left. This is called, by boatmen, the Devil's Elbow. There is a large bar round the left hand point, opposite to No. 38, which throws the channel pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point—immediately below them, is a large bar with a towhead on it. Channel well over to the left shore, round this bar; and when up with No. 39, immediately below it, incline to the right

No. 40. 11 300

Channel to the right, and close to the right shore, opposite the middle of the island. The left of No. 40, is much nearest, and may be taken at a middling stage of water. There is a channel through the bar to the right of No. 40, but near the right shore, in the bend, is safest; and when past the island, incline to the left again.

Directions for Map No. 9.—Mississippi River.

About two miles below No. 40, is island No. 41, close to the right shore. Channel to the left. Just below No. 41, are islands Nos. 42, 43, 44, and 45, connected by a large bar. These are called Paddy's Hen and Chickens. There is a large middle bar to the right of the Old Hen, with a towhead on it. Channel to the right of all, close into the bend; and when nearly up with Foy's, keep to the left again.

Wolf River, left side. 16 300

There is a sand bar on the right, opposite the bluffs. Channel near the left shore.

MEMPHIS, left side.

This town is situated on the fourth Chickasaw Bluffs, just below the mouth of Wolf river, in the north-west angle of the state of Mississippi. It is built upon the site of Old Fort Pickering. It has lately been laid off into regular streets; and under the direction of a few enterprising individuals, is fast rising in importance. Its position is healthy, and advantageously situated for trade. From the improvements already made, and in progress, it bids fair to become an important place of business.

No. 46, or President's Island,

Is about a mile below the Fourth Chickasaw Bluffs. This is a large and beautiful island. No. 47 is to the right of No. 40, and connected to it by a bar. Channel to the right of both. The left is nearest, and may be taken with safety at a high stage of water. When past No. 46, incline to the left.

keep well over to the right, and when past its foot, incline to the left again, and pass pretty close to Plumb point. From this the channel runs straight down into the head below, between the bars on the right, and the large bar on the left, below the point. This is perhaps one of the most difficult places in the Mississippi at a low stage of water, owing to the numerous snags, and rapidity of the current, and requires great care to steer clear of the snags. Keep near the right shore round the head of the bar below Plumb point, and for three or four miles further down.

No. 33, or Flour Island. | 12 | 329

Channel to the left. As you approach the right hand point above Flour island, incline over to the left, and when nearly up with its head, keep to the right, towards the head of the island, to avoid a low bar on the left, opposite.

The First Chickasaw Bluffs,

Is on the left, a little back from the river, opposite to Flour island.

No. 34. | 4 | 333

Channel to the right, at low water.

Second Chickasaw Bluffs. | 8 | 341

Channel near the left shore.

No. 35. | 5 | 346

Channel to the right at low water. At a middling stage of water, you may take the left, which is much nearer.

No. 36. | 7½ | 353½

Channel to the right. There is a large bar on the left, extending about two miles above No. 36. When up with the right hand point, opposite, incline towards the island.

The Third Chickasaw Bluffs,

On the left, are opposite No. 36.

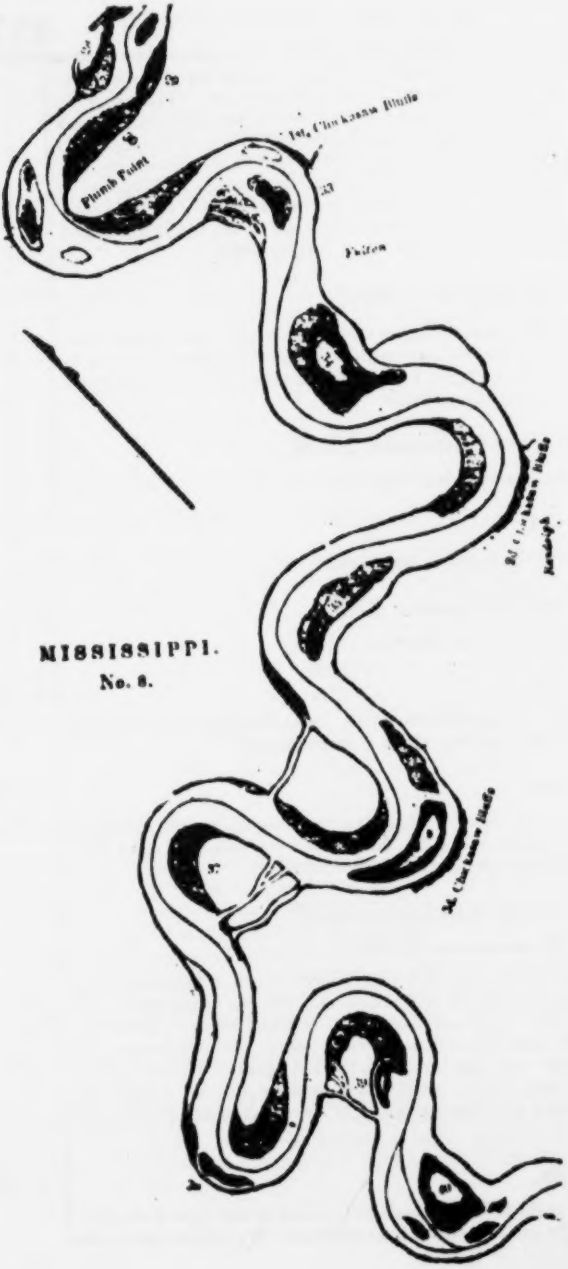
About three fourths of a mile below No. 36, a handsome little chute puts out on the left, which cuts off five or six miles, and may be taken with safety at a high stage of water. There is a large bar round the left hand point, below: channel nearest the right shore, and then incline to the left again. A good landing at low water can be made either night or day, on a bluff bar, either above or below the mouth of the small chute above mentioned.

No. 38. | 15½ | 369

Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the

566

928



MISSISSIPPI.
No. 8.

567

929

THE

WESTERN PILOT;

CONTAINING

CHARTS OF THE OHIO RIVER,

AND OF THE

MISSISSIPPI,

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND A

GAZETTEER,

OR DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, &c.

ALSO,

A VARIETY OF MATTER INTERESTING TO TRAVELERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS.

BY SAMUEL CUMINGS.

CINCINNATI:

PUBLISHED BY N. & G. GUILFORD & Co.

1828.

568
930

keep well over to the right, and when past its foot, incline to the left again, and pass pretty close to Plumb point. From this, the channel runs straight down into the bend below, between the bars on the right, and the large bar on the left, below the point. This is perhaps one of the most difficult places in the Missis-ippi, at a low stage of water, owing to the numerous snags, and rapidity of the current, and requires great care to steer clear of the snags. Keep near the right shore, round the head of the bar, below Plumb point, and for three or four miles further down.

No. 33, or Flour Island.

12 | 329

Channel to the left. As you approach the right hand point, above Flour island, incline over to the left; and when nearly up with its head, keep to the right, towards the head of the island, to avoid a low bar on the left, opposite.

The First Chickasaw Bluffs,

Is on the left, a little back from the river, opposite to Flour island.

No. 34.

4 | 333

Channel to the *right*, at low water.

Second Chickasaw Bluffs.

8 | 341

Channel near the left shore.

No. 35.

5 | 346

Channel to the right, at low water. At a middling stage of water, you may take the left, which is much nearer.

No. 36.

7½ | 353⅓

Channel to the right. There is a large bar on the left, extending about two miles above No. 36. When up with the right hand point, opposite, incline towards the island.

The Third Chickasaw Bluffs,

On the left, are opposite No. 36.

About three-fourths of a mile below No. 36, a handsome little chute puts out on the left, which cuts off five or six miles, and may be taken with safety at a high stage of water. There is a large bar round the left hand point, below. Channel nearest the right shore, and then incline to the left again. A good landing, at low water, can be made either night or day, on a bluff bar, either above or below the mouth of the small chute above mentioned.

No. 38.

15½ | 369

Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the

570

left. This is called, by boatmen, the Devil's Elbow. There is a large bar round the left hand point, opposite to No. 38, which throws the channel pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point—immediately below them is a large bar, with a towhead on it: channel well over to the left shore round this bar, and when up with No. 39, immediately below it, incline to the right.

No. 40. 11 380

Channel to the right, and close to the right shore, opposite the middle of the island. The left of No. 40, is much nearest, and may be taken at a middling stage of water. There is a channel through the bar to the right of No. 40, but near the right shore in the bend is safest, and when past the island, incline to the left again.

Directions for Map No. 9.—Mississippi River.

About two miles below No. 40, is island No. 41, close to the right shore—channel to the left. Just below No. 41, are islands Nos. 42, 43, 44, and 45, connected by a large bar; these are called Paddy's Hen and Chickens. There is a large middle bar to the right of the *Old Hen*, with a towhead on it: channel to the right of all, close into the bend; and when nearly up with Foy's, keep to the left again.

Wolf River, left side, 16 396

There is a sand bar on the right, opposite the bluffs: channel near the left shore.

MEMPHIS, left side.

This town is situated on the fourth Chickasaw Bluffs just below the mouth of Wolf river, in the north-west angle of the state of Mississippi. It is built upon the site of Old Fort Pickering. It has lately been laid off into regular streets; and under the direction of a few enterprising individuals is fast rising in importance. Its position is healthy, and advantageously situated for trade. From the improvements already made, and in progress, it bids fair to become an important place of business.

No. 46, or President's Island,

Is about a mile below the fourth Chickasaw Bluffs. This is a large and beautiful island. No. 47, is to the right of No. 46, and connected to it by a bar; channel to the right of both. The left is nearest, and may be taken with safety at a high stage of water. When past No. 46, incline to the left.

571

[New Edition.] 933

THE

WESTERN PILOT;

CONTAINING CHARTS OF THE OHIO RIVER

AND OF THE

MISSISSIPPI,

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND A

GAZETTEER:

OR DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, ETC., ALSO, A VARIETY OF MATTER INTERESTING TO TRAVELERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS; WITH A TABLE OF DISTANCES FROM TOWN TO TOWN ON ALL THE ABOVE RIVERS.

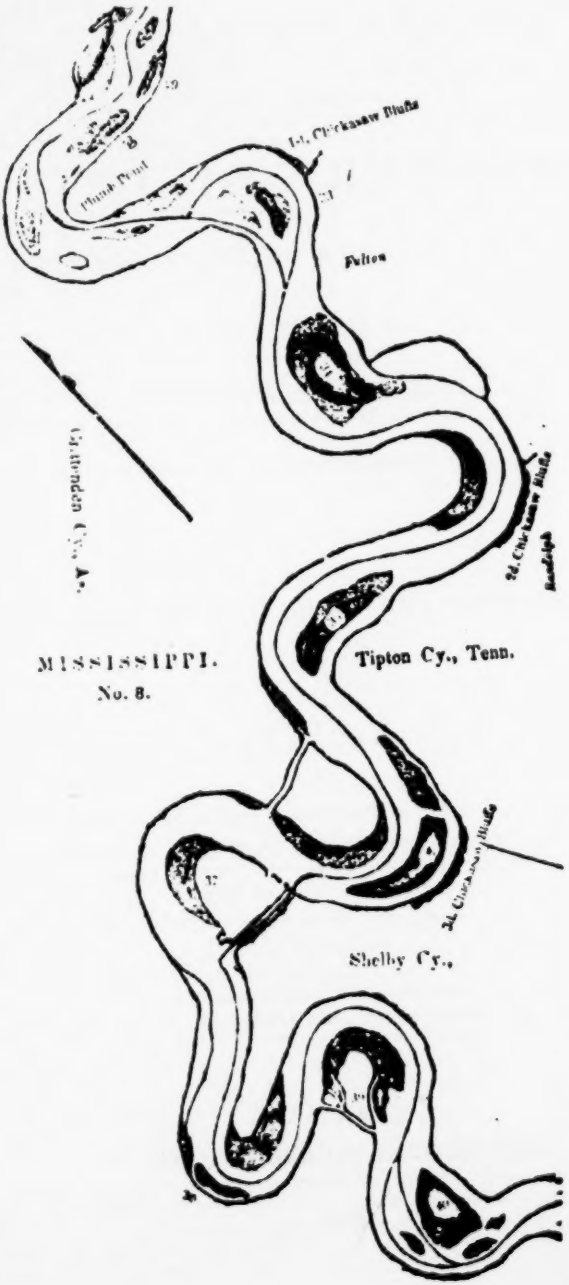
BY SAMUEL CUMMINGS.

CINCINNATI:
PUBLISHED BY GEORGE CONCLIN.

1838.

572

934


Plumb Point
1st. Chickasaw Bluffs
Fulton
Gaitenden Cy., &c.
2d. Chickasaw Bluffs
Randolph
MISSISSIPPI.
No. 8.
Tipton Cy., Tenn.
3d. Chickasaw Bluffs
Shelby Cy.,

the left or Plumb point, and then wore in a little towards the point; then make a straight course from the point to the point below on the right, passing close to the right of a small towhead. This will take you through the channel of this year, 1838.

Some suppose that the channel will soon run to the right of Friendship bar; others think it will be on the left. But you had better hail some of the people on the shore before you run it. They can tell you which side to go.

When through Plumb point, keep down the right shore to the point on the right.

No. 33, or Flour Island,.....

Lies pretty well in a left hand bend, opposite the first Chickasaw bluffs. Channel to the left of it. There is an island lying opposite No. 33, on the right of it. The chute to the right of both islands is much nearest, and washing out deeper every high water. There was as much water through this chute last fall, as there was in the channel through Plumb point bars. | 8 | 390¼

FULTON, on the First Bluffs, left side.....

When at the foot of Flour Island, incline nearest to the left shore along down opposite Fulton, and down to the right of island No 34, keeping the right shore close below the middle or half way from the head to the foot of the island, and the middle of the river from the foot of 34 to Randolph. | 6 | 396¼

RANDOLPH, left side.....

This town is at the head of the second Chickasaw bluffs, and at the mouth of Hatchee river. Cotton is shipped in large quantities from Randolph to New Orleans. At the foot of the second bluffs, the river is quite narrow. There is an eddy on both sides. | 10 | 406¼

No. 35, or Benton's Island,.....

Is near the middle of the river, immediately below the Bluffs. Channel to the right in low water. When near the foot of the island, pull in close to the lower point of the island, then go gradually over to the right, a little above the point at the head of the Devil's Race Ground. | 6 | 412¼

No. 36,.....

Lies in a left hand bend. The chute to the left of it is grown up, both at its head and foot. The third bluffs are to the left of this island. Channel near the island. When you are near the foot of this left hand bend, you will see a chute putting out on the left. This is the chute of 37, and it is quite deep in low water; some logs are in it and it is much the nearest, but the channel is yet to the right, though it may not long continue to be there, as the chute is washing deeper. | 11 | 423¼

574

If you go to the right of it, keep down nearest to the island until you reach the main channel below its head on the left, then go over into the bend on the right, keep down the bend until nearly opposite the foot of island 37, then go over to the left under its foot.

No. 38, ... 16 439½

Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar on the left hand point, opposite to No. 38, which throws the channel pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point—immediately below them, is a large bar with a towhead on it. Channel well over to the left shore, round this bar; and when up with No. 39, immediately below it, incline to the right.

No. 40, or Beef Island. 13 452½

This is a large island lying nearest to the left shore. Channel to the right of it, near the right shore opposite the head of it; keep down the right shore a mile and a half, and you will see a small false point on the right above a large bar, then cross over to a point on the island; when opposite the lower wood yard on the island, cross over into the right hand bend below the foot of the middle or right hand bar. This is called Woppenaughkee bar, being opposite the village once called Woppenaughkee, now called Greenock. Keep down the right hand bend to the point on the right, then cross over to the left near the foot of Beef island; keep down the left shore to the point on the left above Paddy's Hen and Chickens.

Directions for Map No. 9.—Mississippi River.

Nos. 42, 43, and 44, are connected by a large bar. These are called Paddy's Hen and Chickens. There is a large middle bar to the right of the Old Hen, with a towhead on it. Channel to the right of all, close into the bend; and when nearly up with Foy's, keep to the left again.

Wolf River, left side. 21 473½

There is a sand bar on the right, opposite the bluffs. Channel near the left shore.

MEMPHIS, left side.

This town is situated on the fourth Chickasaw Bluffs, just below the mouth of Wolf river, in the north-west angle of the state of Mississippi. It is built upon the site of Old Fort Pickering. It has lately been laid off into regular streets; and under the direction of a few enterprising individuals, is fast rising in importance. Its position is healthy, and advantageously situated for trade. From the im-

2

575

937

[New Edition.]

THE

WESTERN PILOT;

CONTAINING CHARTS OF THE OHIO RIVER

AND OF THE

MISSISSIPPI,

161
F83

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND A

GAZETTEER;

OR DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, ETC., ALSO, A VARIETY OF MATTER INTERESTING TO TRAVELERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS; WITH A TABLE OF DISTANCES FROM TOWN TO TOWN ON ALL THE ABOVE RIVERS.

BY SAMUEL CUMMINGS.

REVISED AND CORRECTED

BY CAPT. CHARLES ROSS & GEO. CONCLIN.

CINCINNATI:

PUBLISHED BY GEORGE CONCLIN.

1840.

N.R. HITCHCOCK

576

938

the left or Plumb point, then go in to the point on the left under a bluff bar, then keep down the left shore until nearly opposite the point on the right, then go over between the bars towards the right shore, and if you choose, into the chute of flour island. Some suppose that the channel will soon run to the right of Friendship bar; others think it will be on the left. But you had better hail some of the people on the shore before you run it. They can tell you which side to go. When through Plumb point, keep down the right shore to the point on the right.		
No. 33, or Flour Island,.....		
Lies pretty well in a left hand bend, opposite the first Chickasaw bluffs. Channel to the left of it. There is an island lying opposite No. 33, on the right of it. The chute to the right of both islands is much nearest, and washing out deeper every high water. There was as much water through this chute last fall, as there was in the channel through Plumb point bars.	8	390¼
FULTON, on the First Bluffs, left side......		
When at the foot of Flour island, incline nearest to the left shore along down opposite Fulton, and down to the right of island No 34, keeping the right shore close below the middle or half way from the head to the foot of the island, and the middle of the river from the foot of 34 to Randolph.	6	396¼
RANDOLPH, left side......	10	406¼
This town is at the head of the second Chickasaw bluffs, and at the mouth of Hatchee river. Cotton is shipped in large quantities from Randolph to New Orleans. At the foot of the second bluffs, the river is quite narrow. There is an eddy on both sides.		
No. 35, or Benton's Island,.....	6	412¼
Is near the middle of the river, immediately below the Bluffs. Channel to the right in low water. When near the foot of the island, pull in close to the lower point of the island, then go gradually over to the right, a little above the point at the head of the Devil's Race Ground.		
No. 36,.....	11	423¼
Lies in a left hand bend. The chute to the left of it is grown up, both at its head and foot. The third bluffs are to the left of this island. Channel near the island. When you are near the foot of this left hand bend, you will see a chute putting out on the left. This is the chute of 37, and it is quite deep in low water; some logs are in it and it is much the nearest, and is now pretty well ascertained to be the best channel; keep in its bends.		

No. 38, ... 18 439½

Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar on the left hand point, opposite to No. 38, which throws the channel pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point—immediately below them, is a large bar with a towhead on it. Channel well over to the left shore, round this bar; and when up with No. 39, immediately below it, incline to the right.

No. 40, or Beef Island. 13 452½

This is a large island lying nearest to the left shore. Channel to the right of it, near the right shore opposite the head of it; keep down the right shore a mile and a half, and you will see a small false point on the right above a large bar, then cross over to a point on the island; when opposite the lower wood yard on the island, cross over into the right hand bend below the foot of the middle or right hand bar. This is called Woppenaughkee bar, being opposite the village once called Woppenaughkee, now called Greenock. Keep down the right hand bend to the point on the right, then cross over to the left near the foot of Beef island; keep down the left shore to the point on the left above Paddy's Hen and Chickens.

Directions for Map No. 9.—Mississippi River.

Nos. 42, 43, and 44, are connected by a large bar. These are called Paddy's Hen and Chickens. There is a large middle bar to the right of the Old Hen, with a towhead on it. Channel to the right of all, close into the bend; and when nearly up with Foy's, keep to the left again.

Wolf River, left side. 21 473½

There is a sand bar on the right, opposite the bluffs. Channel near the left shore.

MEMPHIS, left side.

This town is situated on the fourth Chickasaw Bluffs, just below the mouth of Wolf river, in the north-west angle of the state of Mississippi. It is built upon the site of Old Fort Pickering. It has lately been laid off into regular streets; and under the direction of a few enterprising individuals, is fast rising in importance. Its position is healthy, and advantageously situated for trade. From the im-

579
941

[New Edition.]

THE

WESTERN PILOT;

CONTAINING CHARTS OF THE OHIO RIVER

AND OF THE

MISSISSIPPI,

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND A

GAZETTEER;

OR DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, ETC., ALSO, A VARIETY OF MATTER INTERESTING TO TRAVELERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS; WITH A TABLE OF DISTANCES FROM TOWN TO TOWN ON ALL THE ABOVE RIVERS.

BY SAMUEL CUMMINGS.

CONTAINING THE POPULATION OF THE PRINCIPAL TOWNS ON THE RIVER IN 1840.

REVISED AND CORRECTED EVERY YEAR.

BY CAPT. CHARLES ROSS & GEORGE CONCLIN.

CINCINNATI:
PUBLISHED BY GEORGE CONCLIN.
1843.

580
942

pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point—immediately below them, is a large bar with a towhead on it. Channel well over to the left shore, round this bar; and when up with No. 39, immediately below it, incline to the right.

No. 40, or Beef Island. 13 452½

This is a large island lying nearest to the left shore. Channel to the right of it, near the right shore opposite the head of it; keep down the right shore a mile and a half, and you will see a small false point on the right above a large bar, then cross over to a point on the island; then opposite the lower wood yard on the island, make a very long crossing, but don't come in to the right shore until you are near to the point or foot of the bend on the right, (leaving a towhead bar on your left, and Woppenaughkee bar on your right, which bar is tailing further down the river every year; the village behind Woppenaughkee bar is called Greenock.) then cross over to the left near the foot of Beef island; keep down the left shore to the point on the left above Paddy's Hen and Chickens.

Directions for Map No. 9.—Mississippi River.

Nos. 42, 43, and 44, are connected by a large bar. These are called Paddy's Hen and Chickens. There is a large middle bar to the right of the Old Hen, with a towhead on it. Channel to the right of all, clear into the bend; and when nearly up with Foy's, keep to the left again.

Wolf River, left side. 21 473½

There is a sand bar on the right, opposite the bluffs. Channel near the left shore.

MEMPHIS, left side.

This town is situated on the fourth Chickasaw Bluffs, just below the mouth of Wolf river, in the north-west angle of the state of Mississippi. It is built upon the site of Old Fort Pickering. It has lately been laid off into regular streets; and under the direction of a few enterprising individuals, is fast rising in importance. Its position is healthy, and advantageously situated for trade. From the improvements already made, and in progress, it bids fair to become an important place of business: it contains about 500 houses, and 5000 inhabitants.

FORT PICKERING.

This town is now locating itself at the lower end of the 4th Chickasaw Bluffs, and about 3 miles below Memphis; on account of the landing at Fort Pickering it has decidedly the advantage over Mem-

Keep down the right shore below Occola, until opposite a toe-head on the right, then go square over to the shore on the left under a bluff bar, then keep down the left shore until nearly opposite the point on the right, then go over between the bars towards the right shore.

No. 33, or Flour Island..... 8 390

The channel is now to the right of this island, the left in low water being entirely dry.

FULTON, on the First Bluffs, left side..... 6 396

When at the foot of Flour island, incline nearest to the left shore along down opposite Fulton, and down to the right of island No. 34, keeping the right shore close until you are about 3 miles below its head and opposite a small false point on the right, then ware over near the bluff shore on the island, then down the island until you are near the cut bar on the left, then go in near the bend shore on the right, keep down this shore to the point on the right, then over to the foot of the island, and the middle of the river from the foot of 34 to Randolph.

RANDOLPH, left side..... 10 406

This town is at the head of the second Chickasaw bluffs, and at the mouth of Hatchee river. Cotton is shipped in large quantities from Randolph to New Orleans. At the foot of the second bluffs, the river is quite narrow. There is an eddy on both sides.

No. 35, or Benton's Island,..... 6 412

Is near the middle of the river, immediately below the Bluffs. Channel to the right in low water. When near the foot of the island, pull in close to the lower point of the island, then go gradually over to the right, a little above the point at the head of the Devil's Race Ground.

No. 36,..... 11 423

Lies in a left hand bend. The chute to the left of it is grown up, both at its head and foot. The third bluffs are to the left of this island. Channel near the island. When you are near the foot of this left hand bend, you will see a chute putting out on the left. This is the chute of 37, and it is quite deep in low water; some logs are in it and it is much the nearest, and is now pretty well ascertained to be the best channel; keep in its bends.

No. 38,..... 16 439

Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar on the left hand point, opposite to No. 38, which throws the channel

583

[Latest Revised Edition.] 945

THE

WESTERN PILOT;

CONTAINING CHARTS OF THE OHIO RIVER

AND OF THE

MISSISSIPPI,

613
G3

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND A

GAZETTEER,

OR DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, ETC., ALSO, A VARIETY OF MATTER INTERESTING TO TRAVELERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS; WITH A TABLE OF DISTANCES FROM TOWN TO TOWN ON ALL THE ABOVE RIVERS.

BY SAMUEL CUMMINGS.

CONTAINING THE POPULATION OF THE PRINCIPAL TOWNS ON THE RIVER IN 1848.

REVISED AND CORRECTED EVERY YEAR

BY CAPTS. CHARLES ROSS & JOHN KLINEFELTER.

CINCINNATI:
PUBLISHED BY GEORGE CONCLIN.
1848.

Map Division
APR 13 19[illegible]
Library of Congress

584
946

Island Point
Fulton
Crittenden Cy., Ar.
MISSISSIPPI.
No. 8.
Tipton Cy., Tenn.
Shelby Cy.,

Keep down the right shore below Oceola, until you are a little below the towhead on the right, then make a straight course down between two bars, for the point on the right.

No. 33, or Flour Island.	8	390¼
The channel is now to the right of this island, and to the left of the towhead, laying opposite the island, keep the middle between the two.		
FULTON, on the First Bluffs, left side.	6	390¼
When at the foot of Flour island, incline nearest to the left shore along down opposite Fulton, and down to the right of island No. 34 keeping the right shore close until you are about 24 miles below its head and nearly opposite a small false point on the right, then ware over near the bluff shore on the island, then down the island until you are near the cut bar on the left, then go in near the bend shore on the right, keep down this shore to the point on the right, then over to the foot of the island, and the middle of the river from the foot of 34 to Randolph.		
RANDOLPH, left side.	10	406¼
This town is at the head of the second Chickasaw bluffs, and at the mouth of Hatchee river. Cotton is shipped in large quantities from Randolph to New Orleans. At the foot of the second bluffs, the river is quite narrow. There is an eddy on both sides.		
No. 35, or Benton's Island.	6	412¼
Is near the middle of the river, immediately below the Bluffs. Channel to the right in low water. When near the foot of the island, pull in close to the lower point of the island, then go gradually over to the right, a little above the point at the head of the Devil's Race Ground.		
No. 36,	11	423¼
Lies in a left hand bend. The chute to the left of it is grown up, both at its head and foot. The third bluffs are to the left of this island. Channel near the island. When you are near the foot of this left hand bend, you will see a chute putting out on the left. This is the chute of 37, and is quite deep in low water; some logs are in it and it is much the nearest, and is now pretty well ascertained to be the best channel; keep in its bends.		
No. 38,	16	439¼
Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar on the left hand point, opposite to No. 38, which throws the channel		

pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point, opposite these small shutes, and near the middle of the river; there is a dangerous bed of logs, which, in extreme low water are visible, pass on either side of them, but give them a good birth—immediately below them, is a large bar with a towhead on it. Channel well over to the left shore, round this bar; and when up with No. 39, immediately below it, incline to the right. 13 433

No. 40, or Beef Island,

This is a large island lying nearest to the left shore. Channel to the right of it, near the right shore opposite the head of it; keep down the right shore a mile and a half, and you will see a small false point on the right above a large bar, then cross over to a point on the island; then opposite the lower wood yard on the island, make a very long crossing, but don't come in to the right shore until you are near to the point or foot of the bend on the right (leaving a towhead bar on your left, and Woppenaughkee bar on your right, which bar is tailing further down the river every year; the village behind Weppenaughkee bar is called Greenock), then cross over to the left near the foot of Beef island; keep down the left shore to the point on the left above Paddy's Hen and Chickens.

Directions for Map No. 9.—Mississippi River.

Nos. 42, 43, and 44, are connected by a large bar. These are called Paddy's Hen and Chickens. There is a large middle bar to the right of the Old Hen, with a towhead on it. Channel to the right of all, close into the bend; and when nearly up with Boyce, keep to the left again.

Wolf River, left side,

There is a sand bar on the right, opposite the bluffs. Channel near the left shore.

MEMPHIS, left side, 21 474

This town is situated on the fourth Chickasaw Bluffs, just below the mouth of Wolf river, in the south west angle of the State of Tennessee, and is now one of the most important points of commerce between Cincinnati and New Orleans, containing more than 600 houses, and 8000 inhabitants of uncommon enterprise; amongst whom there are a great many merchants of the first order, and through whose hands there passed near 140,000 bales of cotton, from last year's crop; from this year's crop they will ship 150,000 bales; 125,000 bales will go to New Orleans, and 25,000 will go to Cincinnati and Pittsburgh. A regular line of Packets ply between Cincinnati and Memphis, and during the cotton carrying season there is a regular line of the largest class of fine steamers, plying between Memphis and New Orleans. In the year 1822 there was scarce a house where the city of Memphis now stands; and at that time a cotton plant would have been quite a curiosity in the neighborhood.

FORT PICKERING.

This town is now locating itself at the lower end of the 4th Chickasaw Bluffs, and about 3 miles below Memphis; on account of the landing at Fort Pickering it has decidedly the advantage over the

587

A BOOK FOR ALL TRAVELERS. 949

CONCLINS' NEW

RIVER GUIDE,

OR

A GAZETTEER OF ALL THE TOWNS

ON THE

WESTERN WATERS:

CONTAINING

SKETCHES OF THE CITIES, TOWNS, AND COUNTRIES BORDERING ON THE OHIO AND MISSISSIPPI RIVERS, AND THEIR PRINCIPAL TRIBUTARIES; TOGETHER WITH THEIR POPULATION, PRODUCTS, COMMERCE, &C., &C., &C.; AND MANY INTERESTING EVENTS OF HISTORY CONNECTED WITH THEM.

(No 366)

SMITHSONIAN INSTITUTION.

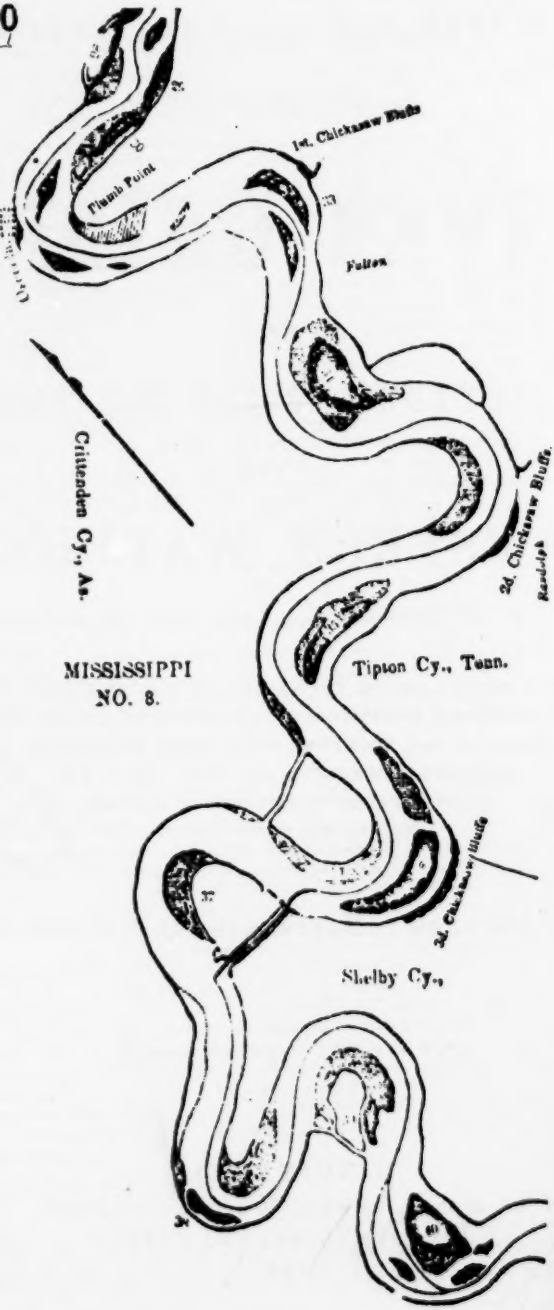
COMPILED FROM THE LATEST AND BEST AUTHORITY.

WITH FORTY-FOUR MAPS.

CINCINNATI:
J. A. & U. P. JAMES, WALNUT STREET,
BETWEEN FOURTH AND FIFTH.
1851.

588

950


1st. Chickasaw Bluffs
Plumb Point
Fulton
Crittenden Cy., Ar.
2d. Chickasaw Bluffs
Randolph
MISSISSIPPI
NO. 8.
Tipton Cy., Tenn.
2d. Chickasaw Bluffs
Shelby Cy.,

2 589

[Latest Revised Edition.] 951

THE

WESTERN PILOT;

CONTAINING CHARTS OF THE OHIO RIVER

AND OF THE

MISSISSIPPI,

101/883

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND A

GAZETTEER;

BY DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, ETC., ALSO A VARIETY OF MATTER INTERESTING TO TRAVELERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS; WITH A TABLE OF DISTANCES FROM TOWN TO TOWN ON ALL THE ABOVE RIVERS.

BY SAMUEL CUMMINGS.

CONTAINING THE POPULATION OF THE PRINCIPAL TOWNS ON THE RIVER IN 1848.

CORRECTED BY

CAPTS. CHARLES ROSS & JOHN KLINEFELTER.

CINCINNATI:
PUBLISHED BY J. A. & U. P. JAMES.
1854.

590

952

Tiamb Point
Mt. Chickasaw Bluffs
Fulton
Crittenden Cy., Ark.
Powell Point
Mt. Chickasaw Bluffs
Tipton Cy., Tenn.
MISSISSIPPI
NO. 8.
Shelby Cy.,

8

Keep down the right shore below Oceola, until you are a little below the towhead on the right, then make a straight course down between two bars, for the point on the right.

No. 33, or Flour Island..... 8 390¼

The channel is now to the right of this island, and to the left of the towhead, laying opposite the island, keep the middle between the two.

FULTON, on the First Bluffs, left side..... 6 396¼

When at the foot of Flour island, incline nearest to the left shore along down opposite Fulton, and down to the right of island No. 34 keeping the right shore close until you are about 2½ miles below its head and nearly opposite a small false point on the right, then ware over near the bluff shore on the island, then down the island until you are near the cut bar on the left, then go in near the bend shore on the right, keep down this shore to the point on the right, then over to the foot of the island, and the middle of the river from the foot of 34 to Randolph.

RANDOLPH, left side..... 10 406¼

This town is at the head of the second Chickasaw bluffs, and at the mouth of Hatchee river. Cotton is shipped in large quantities from Randolph to New Orleans. At the foot of the second bluffs, the river is quite narrow. There is an eddy on both sides.

No. 35, or Benton's Island..... 6 412¼

Is near the middle of the river, immediately below the Bluffs. Channel to the right in low water. When near the foot of the island, pull in close to the lower point of the island, then go gradually over to the right, a little above the point at the head of the Devil's Race Ground.

No. 36..... 11 423¼

Lies in a left hand bend. The chute to the left of it is grown up, both at its head and foot. The third bluffs are to the left of this island. Channel near the island. When you are near the foot of this left hand bend, you will see a chute putting out on the left. This is the chute of 37, and it is quite deep in low water; some logs are in it and it is much the nearest, and is now pretty well ascertained to be the best channel; keep in its bends.

No. 38..... 16 439¼

Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar on the left hand point, opposite to No. 38, which throws the channel

pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point, opposite these small chutes, and near the middle of the river; there is a dangerous bed of logs, which, in extreme low water are visible, pass on either side of them, but give them a good birth—immediately below them, is a large bar with a towhead on it. Channel well over to the left shore, round this bar; and when up with No. 39, immediately below it, incline to the right. 13 492

No. 40, or Beef Island,

This is a large island lying nearest to the left shore. Channel to the right of it, near the right shore opposite the head of it; keep down the right shore a mile and a half, and you will see a small false point on the right, above a large bar, then cross over to a point on the island; then opposite the lower wood yard on the island, make a very long crossing, but don't come in to the right shore until you are near to the point or foot of the bend on the right (leaving a towhead bar on your left, and Woppenaughkee bar on your right, which bar is tailing further down the river every year; the village behind Weppenaughkee bar is called Greenock), then cross over to the left near the foot of Beef island; keep down the left shore to the point on the left above Paddy's Hen and Chickens.

Directions for Map No. 9.—Mississippi River.

Nos. 42, 43, and 44, are connected by a large bar. These are called Paddy's Hen and Chickens. There is a large middle bar to the right of the Old Hen with a towhead on it. The channel here is now divided; one channel is to the left of the Old Hen—close to it for ¼ of a mile below its head, then it leaves and falls over to head of Island No. 42. Keep to the right of 43, and close to it till near its foot, then wear off to the right. The other channel is between the Old Hen and the towhead bar on the right.

Wolf River, left side,

There is a sand bar on the right, opposite the bluffs. Channel near the left shore.

MEMPHIS, left side, 21 472

This town is situated on the fourth Chickasaw Bluffs, just below the mouth of Wolf river, in the south west angle of the State of Tennessee, and is now one of the most important points of commerce between Cincinnati and New Orleans, containing more than 600 houses, and 8000 inhabitants of uncommon enterprise; amongst whom there are a great many merchants of the first order, and through whose hands there passed near 140,000 bales of cotton, from last year's crop; from this year's crop they will ship 150,000 bales; 125,000 bales will go to New Orleans, and 25,000 will go to Cincinnati and Pittsburgh. A regular line of Packets ply between Cincinnati and Memphis, and during the cotton carrying season there is a regular line of the largest class of fine steamers, plying between Memphis and New Orleans. In the year 1822 there was scarce a house where the city of Memphis now stands; and at that time a cotton plant would have been quite a curiosity in the neighborhood,

FORT PICKERING.

This town is now locating itself at the lower end of the 4th Chickasaw Bluffs, and about 3 miles below Memphis; on account of the landing at Fort Pickering it has decidedly the advantage over Mem-

593

A BOOK FOR ALL TRAVELERS. 955

CONCLINS' NEW

RIVER GUIDE,

OR

A GAZETTEER OF ALL THE TOWNS

ON THE

WESTERN WATERS:

CONTAINING

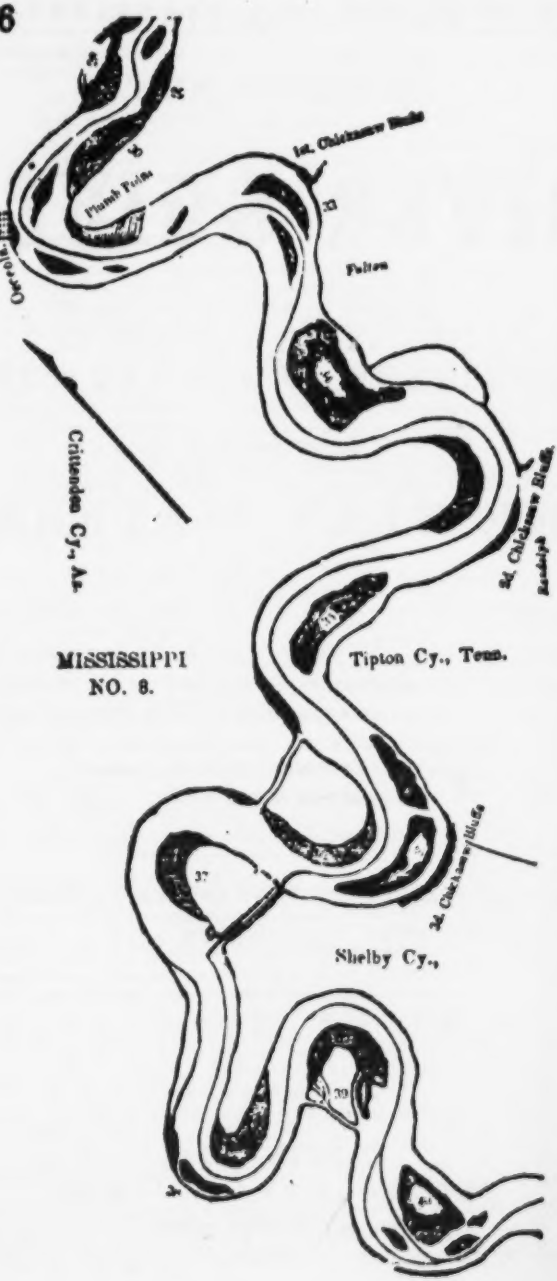
SKETCHES OF THE CITIES, TOWNS, AND COUNTRIES BORDERING ON THE OHIO AND MISSISSIPPI RIVERS, AND THEIR PRINCIPAL TRIBUTARIES; TOGETHER WITH THEIR POPULATION, PRODUCTS, COMMERCE, &C., &C., &C.; AND MANY INTERESTING EVENTS OF HISTORY CONNECTED WITH THEM.

COMPILED FROM THE LATEST AND BEST AUTHORITY.

George Conclin

WITH FORTY-FOUR MAPS.

CINCINNATI:
PUBLISHED BY U. P. JAMES,
No. 167 WALNUT STREET.
1855.



MISSISSIPPI
NO. 8.

CLERK'S COPY.

SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1923

No. 2, Original

THE STATE OF ARKANSAS, COMPLAINANT,

vs.

THE STATE OF TENNESSEE

SUPPLEMENTAL REPORT OF THE COMMISSIONERS

C. B. BAILEY,
HORACE VAN DEVENTER,
CHAS. A. BARTON,
Commissioners.

FILED NOVEMBER 7, 1923

SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1923

No. 2, Original

THE STATE OF ARKANSAS, COMPLAINANT,

vs.

THE STATE OF TENNESSEE

SUPPLEMENTAL REPORT OF THE COMMISSIONERS

INDEX

	Original	Print
Supplemental report of the commissioners	1	1
Designation by defendant as to printing supplemental report of commissioners and maps thereto	4	1
Exhibit—Burke map, plat, and survey of land in Tipton County, Tennessee, 1877	5	3
Exhibit D to Humphrey's Testimony—Map of Humphreys, November, 1901	6	7
Exhibit No. 3 to La Vasseur's Testimony—Map showing Mississippi River between Pecan Point and Island 39	7	8
Exhibit No. 5 to La Vasseur's Testimony—Survey of Mississippi River, Chart No. 18	8	9
Exhibit No. 9 to La Vasseur's Testimony—Map of Mississippi River from Pecan Point to Brandywine Island	9	10
Exhibit No 3 to Green's Testimony—Green's map of Dean's Island, January 5, 1910	10	10
Exhibit A to Bentley's Testimony—Sheet No. 7, Mississippi Commission's Chart	11	12

JUDD & DETWEILER (INC.), PRINTERS, WASHINGTON, D. C., FEBRUARY 14, 1924

[fol. 1] **IN SUPREME COURT OF UNITED STATES**

No. 4, Original

STATE OF ARKANSAS

vs.

STATE OF TENNESSEE

SUPPLEMENTAL REPORT—Filed November 7, 1923

Your Commissioners appointed to determine the boundary line between the States of Arkansas and Tennessee, in the region of the Centennial Cut-Off, report that upon receiving the printed record, counsel for the two states complain that the exhibits referred to in the report and omitted because they belonged to the records of the Supreme Court of Tennessee and the Chancery Court of Shelby County, Tennessee, are necessary for the understanding of the case and insist that they should go into the record. They advise the Commission that it is right and proper that these maps should be filed in this case, and we herewith file the maps alluded to in the report as being withheld for the above reason.

C. B. Bailey, Chairman. Horace Van Deventer, Member.
Chas. A. Barton, Secretary.

[fol. 2] [Endorsed:] 2, Orig'l. Sup. Report of Comm'rs.

[fol. 3] [File endorsement omitted.]

[fol. 4] DESIGNATION BY DEFENDANT AS TO PRINTING SUPPLEMENTAL REPORT AND MAPS—Filed February 12, 1924

The complainant, State of Arkansas, having indicated through its counsel that it does not care to have any of the maps accompanying the supplemental report of the commissioners printed or reproduced, the State of Tennessee hereby requests that the said supplemental report be printed and designates the following maps accompanying said report as those which it desires to have reproduced:

Burke's original map of 1879, (small one sent you separate from the other maps.)

Exhibit "D" to deposition of J. H. Humphreys, C. E., dated November, 1901, made by J. H. Humphreys.

Exhibit No. 3 to deposition of Charles Le Vasseur, C. E., (no date), made by A. E. Arredge, C. E., U. S. S.

Exhibit No. 5, to deposition of Charles Le Vasseur, sheet 18, Mississippi River Commission's chart, dated 1879-80.

Exhibit No. 9, to deposition of Charles Le Vasseur, C. E., made by J. A. Green.

Exhibit No. 3 to deposition of J. A. Green.

Exhibit "A", of E. J. Bentley, sheet No. 7, Mississippi River Commission's chart.

[fol. 4a] The complainant transmits herewith voucher warrant of the Treasurer of the State of Tennessee for the sum of $640.00, being the estimated cost of printing said supplemental report and the map above designated.

Very truly yours, G. T. Fitzhugh, Attorney for the State of Tennessee. GTF-G. Encl.

[fol. 4b] [File endorsement omitted.]

(1930)

T. A. Nelson
vs. No 775
M. L. Trigg et. als

pltf /

In the above cause I have Surveyed two Tract of Land. Lying and being in Tipton County Tennessee. in Range 9. Section 5. on the Mississippi River. one Tract Containing 33.$\frac{75}{100}$ acres, and the other Containing 305.$\frac{75}{100}$ acres. Bounded and Butted as follows to wit:

One Tract Containing 33 $\frac{75}{100}$ acres.

Begins at a Stake on the Bank of the Mississippi River. thence down said river with its Meanders. N. 75° W. 16. chs. N. 76½ W. 32 chs. S. 50½ W. 3 chs & 8 links. S. 43° West. 11 chs & 50 links, thence East 56. chs & 80 links to the point of Beginning. this tract is all open land and in Cultivation. has no building and but very little fencing. the river front is a caving or sliding bank.

One Tract Containing 305.$\frac{75}{100}$ acres.

Beginning at a Stake on the Bank of the Mississippi River, or Centinial Cut off. at the deviding line between C. A. Stockley, and John Trigg. land. thence North 97. chs and 14 links to a Small Cotton Wood Marked T on the bank of old River. thence up old River

South 71° East. 11. chs.
South 50° East, 13. chs

488

776

T. A. Nelson

Vs. 3 3 775

M. L. Trigg et als

Plat & Survey of Land in Tipton County Tenn.

Filed Oct. 29. 1877
E. A. Cole
Clk

30

Surveyor fee including all expenses. $50.00

FILE COPY.

Office Supreme Court, U. S.
FILED.
FEB 27 1911
JAMES H. McKENNEY,
CLERK.

4285
9.6.

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, 1910.

C. 276. Orig. 82

No. [redacted], Original.

THE STATE OF ARKANSAS, COMPLAINANT,

vs.

THE STATE OF TENNESSEE.

BILL OF COMPLAINT.

HAL L. NORWOOD,
Attorney General of the State of Arkansas, and
CARUTHERS EWING,
Solicitors for the Complainant.

IN THE

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, 1910.

No. , Original.

THE STATE OF ARKANSAS

vs.

THE STATE OF TENNESSEE.

BILL IN CHANCERY.

To the Honorable Chief Justice and Associate Justices of the Supreme Court of the United States:

The State of Arkansas, by Hal L. Norwood, its Attorney General, brings this bill against the State of Tennessee, and, respectfully complaining, shows unto this honorable court—

I.

That by deed dated the 25th day of February, 1790, the State of North Carolina ceded to the United States certain territory, and as the western boundary thereof is alone material to this proceeding it alone will be stated, the same being "the middle of the Mississippi river." (Vol. 1, American State Papers, Public Land, pp. 17.)

By ch. XLVII of Acts of Congress of 1796, June 1, the State of Tennessee was admitted to the Union and the territory embraced within said State was described as "the whole of the territory ceded to the United States by the State of North Carolina." (1 U. S. Stat. at Large, p. 491.)

II.

On June 23, 1836, by chapter 120 of Acts of 1836, the State of Arkansas was admitted into the Union and the description of the boundary thereof, material here, was—

> "beginning in the middle of the main channel of the Mississippi river" * * *

following proper calls until same came back—

> "to the middle of the main channel of the Mississippi river; thence up the middle of the main channel of the said river to * * * the point of beginning." (5 U. S. Stat. at Large, 50-51.)

III.

That in and prior to 1836 the Mississippi river flowed between the States of Tennessee and Arkansas, in so far as is material to this controversy, about as follows:

From Pecan Point, in Arkansas, at or near the head of Dean's Island, in the State of Arkansas, the said river flowed in a southernly direction, and thence around said Dean's Island and at or about the southwest end thereof the river turned in a northernly direction and the main channel flowed around Island No. 37, in the State of Tennessee, the lesser channel passing between said island and the main Tennessee shore, through McKenzie Chute. The main and lesser channels met at the southern extremity of said Island No. 37 and said river continued due south for a distance and then made an acute curve, flowing north, forming what was known as Devil's Elbow, proceeding northwardly to what was known as Brandywine Point; the said river made another acute curve around Brandywine Bar and continued in its general southerly course.

The United States caused a reconnoissance of the *locus in quo* to be made in 1874 by Col. Charles R. Suter, under the direction of the War Department of the United States, and a reduction of the map or plat made by him is hereinafter used for illustrative purposes, from which the course and current of the river can be readily followed. The earliest recorded survey of the *locus in quo* was made in 1823, and from the